P25
IN METRO MANILA, PHILIPPINES

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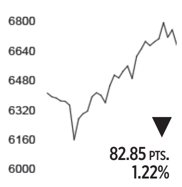
STOCK MARKET



30 DAYS TO JULY 25, 2024

PSEi	
OPEN:	6,698.25
HIGH:	6,698.25
LOW:	6,651.68
CLOSE:	6,670.27
VOL.:	0.595 B
VAL(P):	4.013 B

ASIAN MARKETS

JULY 25, 2024

	CLOSE		NET	%
Japan (Nikkei 225)	37,869.51	▼	-1,285.34	-3.28
Hong Kong (Hang Seng)	17,004.97	▼	-306.08	-1.77
Taiwan (Weighted)*	22,871.84	▲	614.85	2.76
Thailand (SET Index)	1,291.58	▼	-6.50	-0.50
S.Korea (Kse Composite)	2,710.65	▼	-48.06	-1.74
Singapore (Straits Times)	3,430.45	▼	-30.37	-0.88
Sydney (All Ordinaries)	7,861.20	▼	-102.50	-1.29
Malaysia (Klse Composite)	1,615.18	▼	-5.96	-0.37

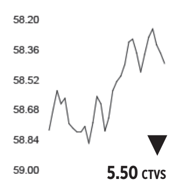
* CLOSING PRICE AS OF JULY 23, 2024

WORLD MARKETS

JULY 24, 2024

	CLOSE		NET
Dow Jones	39,853.870	▼	-504.220
NASDAQ	17,342.413	▼	-654.938
S&P 500	5,427.130	▼	-128.610
FTSE 100	8,153.690	▼	-13.680
Euro Stoxx50	4,441.370	▼	-32.430

PESO-DOLLAR RATES



30 DAYS TO JULY 23, 2024

FX	
OPEN	P58.440
HIGH	P58.300
LOW	P58.460
CLOSE	P58.435
W.AVE.	P58.389
VOL.	$1,153.79 M

SOURCE : BAP

ASIAN MONIES-US$ RATE

JULY 25, 2024

	LATEST BID (0900GMT)		PREVIOUS
Japan (yen)	152.330	▲	154.810
Hong Kong (HK dollar)	7.804	▲	7.809
Taiwan (NT dollar)	32.651	▲	32.771
Thailand (baht)	36.140	▲	36.170
S. Korea (won)	1,379.760	▲	1,384.160
Singapore (dollar)	1.342	▲	1.345
Indonesia (rupiah)	16,245	▼	16,210
Malaysia (ringgit)	4.660	▲	4.671

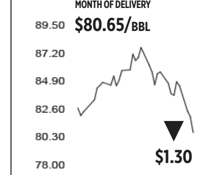
WORLD CURRENCIES

JULY 25, 2024

	CLOSE		PREVIOUS
US$/UK pound	1.2889	▼	1.2891
US$/Euro	1.0854	▲	1.0833
US$/Aust dollar	0.6529	▼	0.6593
Canada dollar/US$	1.3831	▲	1.3793
Swiss Franc/US$	0.8791	▼	0.8883

DUBAI CRUDE OIL

FUTURES PRICE ON NEAREST MONTH OF DELIVERY



30 DAYS TO JULY 24, 2024

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S1/1-12 • 3 SECTIONS, 20 PAGES

PHILIPPINE STOCK EXCHANGE'S 10 MOST ACTIVE STOCKS BY VALUE TURNOVER • JULY 25, 2024 (PSEi snapshot on *S1/2*; article on *S2/2*)

		Value			
ICT	P353.800	P441,400,256	-P9.000	▼	-2.481%
BDO	P143.200	P400,740,738	-P2.400	▼	-1.648%
ALI	P31.200	P299,667,590	-P0.400	▼	-1.266%
SM	P910.000	P262,802,730	-P13.000	▼	-1.408%
BPI	P128.000	P242,598,472	-P1.000	▼	-0.775%
SMPH	P29.000	P235,294,205	-P0.900	▼	-3.010%
BLOOM	P8.780	P149,763,413	P0.260	▲	3.052%
URC	P117.900	P142,079,318	P0.400	▲	0.340%
PLUS	P15.500	P120,905,062	P0.680	▲	4.588%
AC	P585.000	P119,171,050	-P9.000	▼	-1.515%

In the aftermath of Typhoon Carina:

'Ineffective' flood-control projects hit

By Kyle Aristophere T. Atienza
Reporter and
Kenneth Christiane L. Basilio

EXPERTS AND LAWMAKERS are now focusing on how flood-control projects have failed to prevent massive flooding in Metro Manila and nearby provinces during the onslaught of Typhoon Carina (Gaemi).

A southwest monsoon enhanced by Typhoon Carina on Wednesday triggered torrential rains that caused heavy flooding in the capital region, with authorities putting the death toll at 21 as of Thursday morning.

Most climate-related programs at the local and national levels have been solely focused on flood-control projects, said Dr. Pamela Cajilig, who teaches at the Building Science Studio Laboratory of the University of the Philippines' College of Architecture.

"They have failed precisely because the mindset is 'flood-control,' which leads to measures that do not work well with nature and therefore lead to maladaptation, 'solutions' that negate their very aims, which is to reduce flood risks," she said.

"We are not acting fast enough in terms of long-term disaster prevention and disaster mitigation."

"Greater preparedness can reduce the need for post-disaster relief and ensure that allocated funds are able to reach further," she said, noting that based on evidence globally, every dollar invested in preparedness not only saves lives but also reduces the financing needed for disaster response by at least $4 to $11 million.

On Wednesday, torrential rains and floods forced many residents to evacuate, while vehicles were swept away by raging floodwaters.

The Marikina River, which spans 16 bridges, reached as high as 20 meters. Its water level rose to 21.5 meters during the 2009 devastation of Typhoon Ondoy, which killed over 700 people, and to 22 meters during 2020's Typhoon Ulysses, which killed about 100 people.

The House of Representatives said it will look into the government's flood management budget to determine if it was properly spent.

Flood-control, S1/8

JICA keen on funding more road, railway projects in PHL

THE JAPAN International Cooperation Agency (JICA) is keen on providing more funding support for road and railway projects in the Philippines.

"We are very keen and enthusiastic not just to maintain but to expand our cooperation with the Philippines as a most reliable partner," JICA Chief Representative in the Philippines Takema Sakamoto told reporters on the sidelines of a forum on Tuesday.

"In the SONA (State of the Nation Address), President Ferdinand R. Marcos, Jr. mentioned several project names we are involved in," Mr. Sakamoto said, citing the Plaridel Bypass Road, the Metro Manila Subway, and the North-South Commuter Railway (NSCR).

The Finance department and JICA have already signed loan deals for those projects. However, the huge funding requirements of these projects may require "further financial intervention" from JICA, he added.

While JICA has yet to finalize how much in total loans would be approved this year, Mr. Sakamoto said he hopes it would be higher than the ¥300 billion to ¥400 billion (around P115 billion to P153 billion) approved last year.

"I would like to convince Tokyo to mobilize more money. Of course, it depends on the decision of the government of Japan and taxpayers or the Japanese congressmen. So, I cannot say an exact figure or specific output now," Mr. Sakamoto said.

In March, the Department of Finance (DoF) and JICA signed the third tranche of the loan agreement worth ¥150 billion (around P57 billion) for the first phase of the Metro Manila Subway Project.

Both sides also inked a ¥100-billion loan agreement that covers the first tranche for the Dalton Pass East Alignment Road Project that will connect San Jose City, Nueva Ecija to Aritao, Nueva Vizcaya.

JICA has also extended P4.25 billion in funding for the Plaridel Bypass Project-Phase 3, which traverses Balagtas, Guiguinto, Plaridel, Bustos and San Rafael in Bulacan.

The P873-billion NSCR is being co-financed by JICA and the Asian Development Bank. The 147-kilometer NSCR will connect Malolos, Bulacan with Clark International Airport, and Tutuban, Manila with Calamba, Laguna. It will have 35 stations and three depots.

Mr. Sakamoto also emphasized the need to address the persistent traffic congestion in the capital region. An earlier study by the JICA showed traffic congestion costs the Philippine economy P3.5 billion a day.

"We need to make (roads) more modernized, in collaboration with a modernized railway system, it's a combination. For example, feeder transportation should be developed further," he said.

Mr. Sakamoto said the condition of roads in Metro Manila is "another very important challenge" that should be tackled. He wants to consult with the Departments of Transportation, Public Works and Highways, and the Metro Manila Development Authority (MMDA) on this matter.

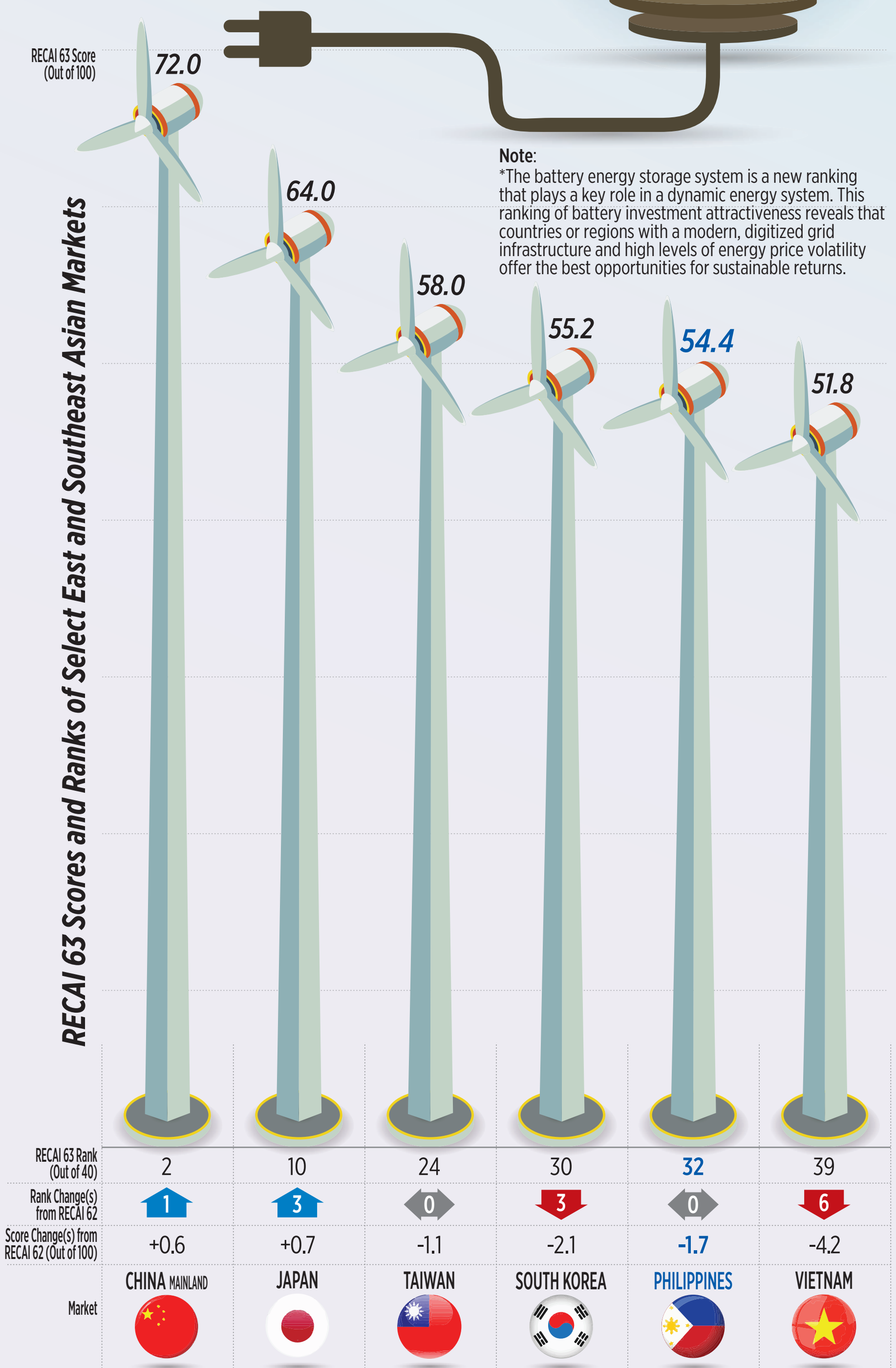
JICA is also exploring a new technical cooperation with the MMDA that will modernize the latter's intelligent transport system, Mr. Sakamoto said. — **Beatriz Marie D. Cruz**

PHILIPPINES STEADIES IN EY'S RE ATTRACTIVENESS LIST

The Philippines remained at 32nd place out of 40 markets in the 63rd edition of the biannual Renewable Energy Country Attractiveness Index (RECAI) by Ernst & Young (EY). The index ranks the attractiveness of a market in renewable energy (RE) investment and deployment opportunities. With a score of 54.4 (out of a possible 100), the Philippines was the second lowest among its peers in the East and Southeast Asia region.

Philippines' Profile

Technology-Specific Scores	RECAI 62	RECAI 63
Rank (Out of 40)	32	**32**
Overall Score	56.1	**54.4**
Onshore Wind	42.6	**39.4**
Offshore Wind	20.5	**29.1**
Solar PV	47.4	**47.1**
Solar CSP	19.9	**19.9**
Biomass	40.2	**40.0**
Geothermal	44.0	**44.1**
Hydro	41.7	**41.8**
*Battery Energy Storage Systems**	—	**18.3**



Market	CHINA MAINLAND	JAPAN	TAIWAN	SOUTH KOREA	PHILIPPINES	VIETNAM
RECAI 63 Score (Out of 100)	72.0	64.0	58.0	55.2	54.4	51.8
RECAI 63 Rank (Out of 40)	2	10	24	30	32	39
Rank Change(s) from RECAI 62	▲1	▲3	0	▼3	0	▼6
Score Change(s) from RECAI 62 (Out of 100)	+0.6	+0.7	-1.1	-2.1	-1.7	-4.2

Note:
*The battery energy storage system is a new ranking that plays a key role in a dynamic energy system. This ranking of battery investment attractiveness reveals that countries or regions with a modern, digitized grid infrastructure and high levels of energy price volatility offer the best opportunities for sustainable returns.

Top 5

RECAI 63 Rank (Out of 40)	Market	Rank Change(s) from RECAI 62	RECAI 63 Score (Out of 100)	Score Change(s) from RECAI 62 (Out of 100)
1	United States	0	73.6	-0.3
2	China Mainland	▲1	72.0	+0.6
3	Germany	▼1	70.5	-0.9
4	France	0	68.7	-1.9
5	Australia	0	68.5	-1.7

Bottom 5

RECAI 63 Rank (Out of 40)	Market	Rank Change(s) from RECAI 62	RECAI 63 Score (Out of 100)	Score Change(s) from RECAI 62 (Out of 100)
40	Peru	New Entry	50.9	New Entry
39	Vietnam	▼6	51.8	-4.2
38	South Africa	▼1	51.9	-2.4
37	Saudi Arabia	▲3	52.0	-1.7
36	Romania	▲3	52.5	-1.4

Source: EY's Renewable Energy Country Attractiveness Index (RECAI) 63rd Edition: *Will growing volatility see battery investment charge ahead or power down?*
***BusinessWorld* Research**: Lourdes O. Pilar ***BusinessWorld* Graphics**: Bong R. Fortin

Faster infrastructure development needed to ensure growth — S&P

MORE INVESTMENTS in infrastructure assets are needed to unlock faster growth rates for emerging Asian economies like the Philippines, S&P Global said.

"A marked improvement in infrastructure and logistics will support the next leg of growth for the emerging markets of Asia," it said in a report.

"Economies can unlock higher growth rates through accelerated investment in infrastructure assets on top of infrastructure efficiency gains."

S&P Global said that efficient and improved infrastructure will underpin robust growth in emerging Asia-Pacific, excluding China.

If infrastructure projects are accelerated, it said the Asia-Pacific region can nearly double its economy to $11.4 trillion by 2033 from $6.6 trillion in 2023.

"This translates to an annual real growth rate of about 5.5%. Our baseline forecast incorporates improved infrastructure as a cornerstone supporting these strong growth outcomes," S&P Global said.

In the region, several governments, such as the Philippines, Indonesia, India, Malaysia and Vietnam, are prioritizing infrastructure development in their policies and reforms.

"The National Economic and Development Authority (NEDA) coordinates flagship infrastructure projects such as a new airport in Manila, a heavy rail project linking ports in Subic, Manila, and Batangas, and several highway projects," it said.

Infrastructure is one of the Marcos administration's priority investment areas. The NEDA Board has so far approved 185 infrastructure flagship projects with a total value of P9.5 trillion.

The flagship projects cover physical and digital connectivity, water resources, agriculture, health and energy, among others.

The government targets to spend 5-6% of gross domestic product (GDP) on infrastructure annually.

Latest data from the Budget department showed that infrastructure spending jumped by 18.2% to P335.7 billion as of end-April.

Meanwhile, S&P Global said the public sector usually undertakes more infrastructure projects, since the return on investments are spread over two or more decades "meaning duration risk for the private sector is high."

Infrastructure operators may also find it difficult to turn a profit on these projects, putting more onus on the public sector.

"This does not rule out a role for the private sector. The private sector favors bottom lines and is hence better at innovating and can typically operate faster and more efficiently."

"Private capital can ease the capital outlay burden on cash-strapped governments already committed to wide-ranging spending priorities. Still, the durations, regulated rates of return, and other project risks mean that the public sector dominates the space."

S&P Global noted that the region's public assets relative to economic size "have not been deepening significantly."

It said that public fixed-investment assets are "relatively low" in the Philippines and Indonesia.

"However, in the Philippines and Indonesia public-private partnership (PPP) capital assets are higher than global averages. In the Philippines they are about 6.7% of GDP; in Indonesia it is about 4.2% of GDP, which would add to the available total public assets," it added.

The government has also been pushing for more PPP projects. In December, President Ferdinand R. Marcos, Jr. signed the PPP Code, which seeks to streamline the framework for PPPs.

S&P Global said that the logistics sector has shown improvements in recent years.

"India and the Philippines have seen the largest improvement since 2014 whereas Vietnam, Thailand, and Malaysia saw more modest improvements. In Indonesia, the logistics performance score declined marginally."

Antonio A. Ligon, a law and business professor at De La Salle University in Manila, noted that the government is "doing its best" to implement the necessary reforms to attract investments in infrastructure.

"However, the implementation of these measures must be strengthened. For example, an efficient implementation of the ease of doing business (and) effective marketing showcasing areas where infrastructures development can be done," he said in a Viber message.

Nigel Paul C. Villarete, senior adviser on PPP at the technical advisory group Libra Konsult, Inc., said local government units (LGUs) must increase support to fast-track infrastructure projects.

Infrastructure, S1/12