



Impact of Covid-19 on Environment

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Abstract: COVID-19 surprisingly spread worldwide in very short time and made a very complex circumstances in dramatic manner and decreases the industrial activity and tourism as well as road traffic. Due restricted human activity of and interaction with nature during Lock-down period become blessing for nature and environment. As per reports of all over the world indicates that's the after COVID-19 environmental condition & air quality as well as water quality in water reservoir improving and wild life blooming. India is known for huge pollution hub, heavy traffic and polluting industries but after lockdown the quality of air has started to improve and all other environmental condition has been improved and give positive result towards restoring nature. In this paper an attempt has been made to give evidence-based improvement in nature

Key words-Fungi, Foliicolous, Hyphomycetes, Pseudocercospora.

As we look forward the world in such unprecedented state of emergency during COVID-19 period there are so many destructive event were seen in terms of lockdown, infrastructure loss, production loss, unemployment, in capabilities of hospital facilities, Transport & Health problem, ample of people were died, reduced human activities are the major loss of humanity. But at the same time due to human reduced activities in lockdown nature get enriched with fresh air, water & level of pollution decreases at large scale. As per global news of Coronavirus disease (COVID-19) caused by novel human Coronavirus SARS-Co-2 countries across the world follow measures to slowdown the spread of disease with their limited resources Human-to-human transmissions of this virus has been described with incubation times between 2-10 days, facilitating its spread via droplets, contaminated hands or surfaces (Kampf et al., 2020).¹We have only limited knowledge about the SARS-CoV-2 virus, but we have some experience with other infectious diseases that might have some similar characteristics

2. Rapidness and the dispersal of disease- As we know that the first epicentre of COVID-19 in Wuhan from where the disease spread world like fire in forest. The key reason about dispersal of this disease according to Wu J.T. et al. (2020) large number of flight

connecting the world and also the Chinese New Year with extraordinary rail accessibility from Wuhan to the rest of China which enabled the virus to spread throughout the country as well as globally, in a very short period of time. The early evidence pointed out that the human to human transmission of rates of COVID-19 is lower than SARS, compared with its respiratory disease family SARS & MERS but according to Peeri et al. (2020), COVID-19 has spread more rapidly due to globalisation and hypermobility². Data obtained from Statista (2020), revealed that the number of passengers on scheduled commercial airlines have increased 137% in the past 15 years (Mazareanu, 2020).

3. Effects of curtailing transport:- In addition of above consequences, we have seen the mass consequences of having to curtail mobility with many countries introducing lockdowns with significant repercussions for work, but for fulfilling everyday need & duties, like shopping and seeing friends and family. There were no idea about how long such a lock down will last in countries, and further what effect it will have on changing our mobility patterns forever. Will we have dependency on virtual meetings being the norm for office workers, will we have to connect with local communities more than those far away, will we notice and enjoy neat & clear air from less pollution in reduction in transport movement and want to sustain this afterwards? But the above given the benefits of mobility are not distributed equally, the disadvantages of mobility lockdown are likely to be appeared differently by different populations³. The people who really on medicine being delivered or on accessing health and care services, these services are not connected to the internet, those in more isolated and rural areas, but also those unable to escape those around them living in high density with others, are going to be disproportionately affected. Those that really on mobility for their work and business may not be able to make ends meet, with jobs at risk without financial support and help from their

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government.

4. Public transport & Goods transport services:- As per Epidemiologists it is believed that the SARS-CoV-2 virus can live for hours or even days on hard surfaces. But the analysis of 22 studies, reviewed in Kampf et al. (2020), shows that human coronaviruses like Severe Acute Respiratory Syndrome (SARS) coronavirus, Middle East Respiratory Syndrome (MERS) coronavirus or endemic human coronaviruses (HCoV) can persist on inanimate surfaces like metal, glass or plastic for up to 9 days (at a temperature of 30 °C or more the duration of persistence is shorter). In a recent research by van Doremalen et al. (2020) report suggests that the aerosol and surface stability of SARS-CoV-2 was similar to that of SARS-CoV-1 (which causes SARS), the most closely related human coronavirus (Wu, A. et al., 2020), under the experimental circumstances tested. But Human coronaviruses can, however, inactivated efficiently by surface disinfection procedures with 62-71% ethanol, 0.5% hydrogen peroxide or 0.1% sodium hypochlorite within 1 minute (Kampf et al., 2020). About similar effect may appear against the SARS-CoV-2 may be expected, and the earlier research supports this. As there were no specific therapies are available for SARS-CoV-2, Kampf et al. (2020) suggest that the containment prevention for spread of this virus will be crucial to stop the dispersal outbreak and to control this virus infectious thread.

But the public transportation vehicles (i.e. buses, trains, rails and metros) are used on daily basis by millions of people in the country; often these transport carry passengers more than their capacity, especially in morning and evening peak hours. This may contribute to the spread of diseases among public transport users. For example, there is an association between acute respiratory infections (ARI) in winter and bus or tram use in the five days before symptom onset (Troko et al., 2011).⁴ During the COVID-19 dispersal, as in previous epidemics and pandemics, several epidemiologists are suggested social distancing that is people should keep about six feet or more apart from others. This measure is obviously against the conflict with the concept of public transportation.

5. Exercise in terms of walking & cycling- During lockdown we suffer for many services which are based on public transport & other services we have only option to get our basic needs are cycling & walking which is at the same time become worship for health and wellbeing. But the evidence obtained from many places during lock-down where walking and cycling is banned or heavily discouraged. As per several research it is revealed that

the regular walking or cycling reduces the risk a variety of disease including coronary heart disease, stroke, cancer, obesity and type 2 diabetes (NICE, 2013), the risk of cardiovascular disease by around 30% and all-cause mortality by 20% (Hamer and Chider, 2008). Hence for good health retaining social distancing the some forms of active mobility can be maintained for as long as possible. Angood initiative taken by UK government has stated that walking and cycling to be socially compatible with social distancing (Woodcock et al., 2020).

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