

BLUENIFIC

The official newsletter of DNR Offshore and Crewing Services, Inc.

MAY 2021 ISSUE

In focus: In pursuit of carbon-neutrality – the holy grail of energy transition

• BUSINESS DEVELOPMENTS & PROJECTS

by Jasmina Ovcina, April 2021

In this week's edition of our In Focus article, we take a deep dive into the most relevant developments from the energy world targeting emission cuts.

In the Fossil Fuels market, oil and gas company Lundin Energy sold what has been described as the world's first-ever certified carbon neutrality produced oil.

The oil was purchased by Saras S.p.A from the company's Edvard Grieg field offshore Norway, which according to Lundin Energy, is the first oil field in the world to be independently certified by Intertek Group, under its CarbonClear certification.

As explained, residual emissions of 2,302 tonnes of CO2 resulting from the oil production were compensated through a high-quality, nature-based carbon capture project, certified by the Verified Carbon Standard.

The first-ever carbon neutrally produced crude oil Saras bought was delivered to a refinery in Sarroch, Sardinia. The Edvard Grieg field supplied 600,000 barrels.

In pursuit of its decarbonization strategy, the oil major has partnered up with Swedish wave energy developer Ocean Harvesting Technologies to explore the potential of using wave energy to provide clean electricity to oil and gas on offshore platforms.

The companies are collaborating on a new R&D study on how the installation of wave energy converters could potentially provide green, stable, and cost-effective electricity to an offshore platform.

The one-year project will run until February 2022 and will provide valuable data and information on how to electrify major offshore operations with wave power.

Zeroing in on major partnerships, industry heavyweights Shell, RWE, GASCADE, and Gasunie have signed a declaration of intent to further intensify their collaboration on the AquaDuctus project.

The AquaDuctus pipeline will transport green hydrogen from the German North Sea directly to the continent.

It is part of the AquaVentus initiative, which plans to install 10 GW of electrolysis capacity for green hydrogen production from offshore wind power between Heligoland and the Dogger Bank sandbank.

Once the construction of the generation plants is fully completed, AquaDuctus would transport up to one million tonnes of hydrogen annually from 2035 onwards.

The first step in the AquaDuctus project is to carry out a detailed feasibility study, RWE said.

On the vessel design and shipbuilding front, Høegh Autoliners plans to have its 1st zero-carbon ready car carrier by 2023.

Revealing its Aurora Class of vessels, designed for 9,100 car equivalent units, making them the world's largest car carriers, the company said it had entered into a Memorandum of Understanding with its long-term partner Xiamen Shipbuilding Industry to build the ships.

As explained by MAN Energy Solutions, the ship will feature a MAN B&W engine able to operate on various fuel types. After modifications of the engine, tank and auxiliary systems, the engine will be ready to run on virtually any future zero carbon emission fuels, including ammonia.

Speaking of sustainable vessels, earlier this week, the Coastal Crown, was launched at the Bijlsma Wartena shipyard in the Netherlands.

The 36-meter-long workboat, the newest addition to Acta Marine's fleet, is an ultra-shallow draft Multicat-type, equipped with Tier III engines to lower NOx emissions.

According to Acta Marine, she will be equipped with a 300kWh battery-hybrid pack for both propulsion and the ship's accommodation, resulting in a big reduction in fuel and CO2 emissions.

Moving on to the clean fuels market, a new study published by environmental NGO Transport & Environment (T&E) shows that 7% of the EU's shipping fuels need to be green by 2030 for the sector to decarbonize by mid-century.

Up to a third of emissions could be cut in 2050 through improved efficiency alone. But this will not be enough to decarbonize the sector, said T&E. If the industry is to cut emissions further it will need to transition to e-ammonia and e-hydrogen which are currently the cheapest green fuel options.

The study estimates that combined energy efficiency and zero-carbon fuel deployments would also save industry up to €12 billion in costs in 2050 to fully decarbonise.

Finally, on the tidal power front, a major milestone has been recorded by Verdant Power's three-turbine tidal energy array. Namely, the array generated 200MWh of tidal power to the United States electricity grid in its first six months of continuous operation, marking the country's record for marine energy production.

The turbines, mounted on Verdant Power's proprietary TriFrame, performed at over 99% availability, and overall water-to-wire efficiencies reached to over 46%, according to the United States Department of Energy (U.S. DOE).

The array was installed in the East River in New York in October 2020 as part of the Roosevelt Island Tidal Energy (RITE) project.



LEISURE CRUISE DIVISION

LIST OF CRUISE LINES THAT HAVE STARTED CRUISING

Source: Adam Coulter
UK Managing Editor
CRUISE CRITIC



OCEAN CRUISES

AIDA

Ships: AIDAperla, AIDAmar and AIDAsol, AIDAblu
Itineraries: Canary Islands, Germany, Greece
Who can go: German citizens
Health requirement: COVID-19 testing prior to departure.

ALASKAN DREAM CRUISES

Ships: Kruszof Explorer, Chichagof Dream, Alaskan Dream
Itineraries: Alaska
Who can go: Vaccinated passengers
Health requirement: Fully vaccinated passengers only.

American Cruise Lines

Ships: American Constellation, Independence
Itineraries: Coastal southeastern United States, Alaska, Puget Sound
Who can go: All passengers
Health requirement: COVID-19 testing prior to departure, COVID-19 testing onboard.

ARANUI

Ships: Aranui 5
Itineraries: French Polynesia
Who can go: All visitors.
Health requirement: COVID test prior to flight; COVID-19 test the day before departure at the Aranui offices.

COSTA CRUISES

Ships: Costa Smeralda
Itineraries: Costa Smeralda operates from Savona, calling in at Civitavecchia (for Rome), Naples, Messina, Cagliari and La Spezia.
Who can go: Italians only, opening up to more European nationalities gradually.
Health requirement: COVID-19 testing as standard; only ship-organized shore excursions.

CORAL EXPEDITIONS

Ship: Coral Discoverer, Coral Adventurer
Itineraries: Coral Discoverer offers 10-and-16-night Tasmanian voyages from Sydney or Hobart began January 1, 2021. Coral Adventurer will return to operations from Cairns, offering Great Barrier Reef cruises.
Who can go: Australians

DREAM CRUISES

Ship: Explorer Dream, World Dream
Itineraries: Explorer Dream: From Taipei, offering four-day cruises to Taiwanese islands
World Dream: From Singapore, for Singaporeans only, offering three- and four-night cruises to nowhere.
Who can go: Taiwanese and Singaporeans.

HAPAG-LLYOD

Ship: Europa 2
Itineraries: Greece.
Who can go: Germans, Austrians, Swiss

HERITAGE EXPEDITION

Ship: Spirit of Enderby
Itineraries: Fiordland Land and Stewart Island; Auckland Islands.
Who can go: New Zealanders.

Lindblad Expeditions

Ship: National Geographic Quest, National Geographic Venture, National Geographic Endeavour II
Itineraries: Alaska, Galapagos Islands
Who can go: Vaccinated travellers over the age of 16

The Majestic Line

Ship: Glen Tarsan
Itineraries: Hebrides.
Who can go: Scots.

Metropolitan Touring

Ship: La Pinta
Itineraries: Galapagos Islands expeditions
Who can go: Anyone eligible to travel to Ecuador
Health Requirement: COVID negative test required to enter Galapagos Islands; masks must be worn.

MSC Cruises

Ships: MSC Grandiosa restarted cruises on January 24, 2021. MSC Seaside resumed cruising from May 1, 2021. MSC Virtuosa restarted from Southampton for English citizens on May 20, 2021.
Itineraries: MSC Grandiosa and MSC Seaside operate out of from Genoa, offering week-long cruises round Italy. MSC Seaside features two new destinations -- Stracusa in Sicily and Taranto in Puglia, where the line has a private beach.
MSC Virtuosa, the line's newest ship, operates four-night cruises stopping at Portland, Dorest; before moving to seven-night cruises from June, calling in at Liverpool, Belfast and Greenock, Scotland.
Who can go: Schengen citizens.
Health requirement: COVID testing as standard; only ship-organised shore excursions

Ponant

Ships: Le Champlain
Itineraries: Cruise to nowhere.
Who can go: Citizens and residents of Qatar.
Health requirement: Mandatory PCR test.

Royal Caribbean

Ships: Quantum of the Seas
Itineraries: Three- and four-day cruises to nowhere for Singaporeans from Singapore.
Who can go: Singaporeans.
Health requirement: Passengers have to be COVID-19 free for 180 days before boarding

TUI

Ships: Mein Schiff 1, Mein Schiff 2, Mein Schiff 5
Itineraries: Mein Schiff 1 operates from Kiel; Mein Schiff 2 operates 14-day itineraries around the Canary Islands; Mein Schiff 5 is based in Crete and operates around the Greek islands.
Who can go: Germans
Health requirement: A negative Covid-19 test result when returning to Germany after the cruise. TUI Cruises is performing antigen rapid tests for that purpose on board.

UnCruise Adventures

Ships: S.S. Legacy
Itineraries: Alaska
Who can go: U.S. citizens
Health requirement: Fully vaccinated passengers only.

Viking

Ships: Viking Venus
Itineraries: Viking Venus started cruising on May 22 from Portsmouth, England, offering seven-night coastal cruises round Britain.
Who can go: Brits
Health requirement: Fully vaccinated passengers only.

River Cruises

American Cruise Lines
Ship: American Jazz
Itineraries: Lower Mississippi River
Who can go: All passengers
Health requirement: COVID-19 testing prior to departure, COVID-19 testing onboard.

American Queen Steamboat Company

Ships: American Duchess, American Countess
Itineraries: Both ships sail on the Mississippi River
Who can go: All passengers
Health requirement: COVID-19 testing prior to departure, vaccines required as of July 1, 2021

FAITH as VEHICLE to SUCCESS

Efficient, committed, and goal-oriented, these are just the few adjectives that best describes Sir Roel Aballe. He started his journey with DNR Offshore And Crewing Services, Inc. when he worked as the security guard of the company back then. In 2013, his dedication to his work was acknowledged by DNR and offered to work with the company as Administrative Staff under Maxilom Administration. In the previous year 2012, DNR was involved in an oil platform accident, not until the last quarter of 2013 that the management had to reduce its employees to a minimum and Sir Roel was one of the retrenched employee. As a man who always look at the brighter side of the story, after his retrenchment he enrolled himself in a vocational course at Xavier Technical Training Center in Caloocan and took Computer Science/PC Operation. In June 6, 2016, Sir Roel rejoined the DNR family

Now under the Malagapo Administration and was given the job as Liaison Officer cum Documentation officer under the Crewing Department. Afterwards the Administration decided to give the Liaison Officer to another employee and retained Sir Roel as Documentation Officer. Presently and under the 2nd Peralta Administration, Sir Roel is now a Crewing Supervisor working hand-in-hand with the Offshore Crewing department. According to him, step-by-step process is relevant in the manning industry. One of his outstanding ability is that he has been already familiar with the operations inside the company. Experiences in performing the duties and responsibilities of all the jobs he was able to handle helped him to cope up his present position with ease. As stated by Sir Roel, working should not only be seen as routine, in everyday task that you do there should always be lessons learned.

Truly he is not just a man who knows his job and performs it well but he is also a man of God. As stated by Sir Roel, without God in his life he simply can't do everything. Being a hard working man is difficult if you don't have patience and faith as well. That in your career there is always an upgrade, an improvement of yourself. It is important that you should always see yourself beyond your limits. In life, there is always a moving forward phase.

If he had not been part of the DNR family, he said that his life would still be circulating around his previous career as security guard. Joining DNR changed his life physically and spiritually. He also have a partner in life, a 58-year old lady named Jeana Aballe who, he stated, changed his entire life. Surely life is tough, his wife had 3 miscarriages. He said that they already did everything that they could but if having a child is not for them then acceptance is the only key. He mentioned that if he had not accepted it and be contented he is now probably a womanizer. What he did is he prioritize God in his life because he said that God is the only one who can give him a clear and peaceful mind. The couple has the willingness to always reach out their hands for those who are in need. They treated their nephews and nieces like their own child and they even helped them with their studies. Now, they are proud to say that because of their willingness to help their relatives, two of their pamangkin (nephew/niece) have graduated from college. One is now a certified CPA and the other one is a nursing graduate who is presently in the UK. The couple always share the blessings that they receive and that's what makes Sir Roel contented with the life that he now have.

By: MI HWA VILLAMOR



MICHELLE G. VALENCIANO Human Resource Manager

ACCORDING to data from various government and industry sources, there are approximately 1.6 million seafarers manning 50,000 commercial shipping currently operating around the world. Of these 1.6 million workers, about 230,000 of them - about 14.4 percent - are from the Philippines, making them the largest group (closely followed by seafarers from India) among the world's maritime workforce.

What the government and the public here does not seem to be aware of, however, is that these hardworking men and women are in the midst of a crisis of grave proportions, putting their livelihoods, their well-being and the well-being of their families in jeopardy.

Unlike their counterparts in the cruise industry, whose woeful experiences of being stranded aboard idled passenger ships in the first months of the Covid-19 pandemic were fairly well-documented, the commercial shipping workforce has been largely overlooked. Much of this can be attributed to the fact that, in contrast to most other workers, commercial seafarers have not faced unemployment or job reductions. Pandemic restrictions did result in reductions in the number of seafarers deployed from the Philippines in the first few months of 2020, and there was briefly a lull in shipping activity at the beginning of last year; commercial ship traffic in the first quarter of last year was about 9 percent lower than in the previous year.

On the whole, however, employment for seafarers has remained gainful throughout the pandemic. Then beginning in late March-early April of last year, it exploded; demand for consumer goods skyrocketed as quarantined populations turned to online shopping to relieve the tension and boredom of being stuck at home.

As a result, the commercial shipping industry has been pushed to its limits and beyond. At the beginning of 2020, about 10 percent of the

world's shipping fleet was idle, parked in out-of-the-way anchorages. As of this month, every seaworthy vessel has been returned to service, and orders for new ships, each of which takes two years or longer to build, have soared. The sharp increase in shipping rates, which have nearly quadrupled from an average of about \$1,500 per 40-foot container in May 2020 to about \$5,500 as of this month, has done nothing to slow demand or the intense pace of work for the global fleet's personnel.

Therein lies the crisis for Filipino seafarers as well as those from any other country. Due to ongoing pandemic restrictions, workers are prevented from leaving their ships, even for medical attention in some cases, according to some reports. Many of them have been aboard their vessels for considerably longer than the legal limit of 11 months, forced to keep working beyond the end of their contracts.



Unable to take a break, isolated from their families, the maritime workforce is being stretched to the breaking point, and the effects are beginning to manifest themselves in a sharp rise in accidents, shipboard incidents among crews, and even suicides. In a recent media interview, the CEO of one maritime group that manages crewing for 375 ships said: "The mental well-being of people has been very, very difficult. We have picked up seafarers from the water. All that [suicides or attempted suicides] has definitely increased."

The government's efforts toward social support for any group during the pandemic have focused on economic concerns, and that is understandable because financial issues are easy to define and quantify. However, it is quite clear that "welfare" involves more than just monetary or other material support.

Clearly, the situation Filipino seafarers is a difficult one that does not have obvious solutions, but the government must find a way to address it. No matter what sacrifices the pandemic requires of anyone, they should not include being forced to work without relief, or under conditions that violate long-established basic standards. We urge the government and the relevant agencies to properly investigate the circumstances of Filipino seafarers and find ways to meet their needs,

for their sake as well as for that of the families who rely on them, and who wish to see them home safely.

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Mr. MARIO ABANTE, Welder B was recognized by none other than Mr. Kurt Meeks, Shell Offshore Construction Foreman for his consistent quality work and safety leadership. Mr. Abante exemplifies professionalism and resiliency during uncertain times, Mr. Meeks further said.

Admittedly, it is hard to find a person with similar quality of that of Mr. Abante, though our Crewing Team is relentless in qualifying and deploying new talents both for our offshore oil & gas and green energy projects not only to place DNR Offshore once again on its proper place in the industry but to maintain the trust and confidence of our current and future overseas clientele.



NEW LOCATION – RENEWED INSPIRATION

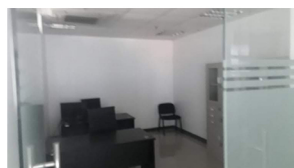
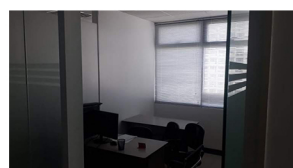
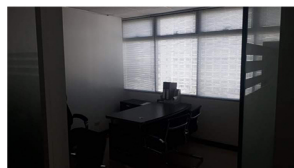
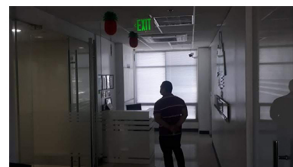
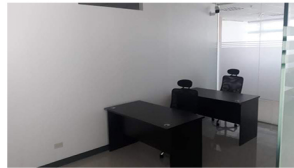
After numerous postponement due to the still ongoing pandemic, our plan of moving to a more cozy and appropriate office for the 2nd Peralta administration will finally take place this mid-year month of June.

Informatively, taking you back in time during the 1st Peralta administration saw us sharing a large office with GOMMS (Global Offshore Marine Manpower Services) at the 14th Floor of Robinsons Equitable Tower, Ortigas Center. Thereafter, the company was able to acquire its very own office at the 12th floor of the same building. DNR Offshore stayed in that office until 2018 including the term of the Maxilom Administration that took over in 2013 until the same was sold by the company and moved to its present location here in Makati.

Upon reinstatement as President and CEO in 2020, Engr. Peralta emphasized the need to prioritize the transfer of the office to a central business district. Choices were Ortigas Business Center, the Bonifacio Global City or the Mall of Asia Aseana Complex. Another problem that cropped up during the initial try in finding a new office was the lock-in period signed by the previous administration with the building owner. Other factors was the dwindling funds brought about by different circumstances encountered by the company during the pandemic not to mention the request of the main offshore project principal GIS to lower the mobilization fee.

It was a really rough sailing for a returning Chief Executive to handle such situations but through the support of his peers in the industry and the cooperation of the rest of the DNR Offshore team, were finally on our way to the top once again.

Managing Editor



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