



BLUE PACIFIC

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



We press on toward our goal.

Whilst these are trying times for all of us, we must adapt and innovate in the implementation of our corporate priorities, established programs and policies. Adhering to our core values will be the main thrust of my administration as I take on anew the leadership of DNR Offshore. The task ahead is daunting, yet we are of the collective belief that with everyone's mutual collaboration the future will usher in more successes.

As we pursue our vision to regain our stature to be the leader in providing the best and most qualified workforce in the international offshore oil and gas industry, we must likewise develop a much richer understanding of and deeper commitment to human capital development that has come into focus as we have refined our views of what it means to be a leader in both the offshore and maritime industries.

In economic development for instance, Human Capital is the fundamental source of economic growth. It is a source of both increased productivity and technological advancement. It is a fact that the major difference between the developed and developing countries is the rate of progress in human capital.

DNR Offshore is strongly committed to its valued clients and customers, and the maritime community. In doing so, we expect to promote the healthy growth of the company. We recognize further that success is not to be attained independent of integrated initiatives amongst stakeholders.

As we face the future together, DNR Offshore & Crewing Services will attain its goal in developing and providing highly professional and skilled workers as we continue earnestly striving to be an industry leader.

I thank you for your support and in your service, I remain.

Edmundo T. Maxilom Jr.
President & CEO

SEATRADE GLOBAL CRUISE CONFERENCE 2021

After more than two (2) years the big shots in the world cruise industry met in Miami for the Seatrade Global Cruise Conference. 2019 being the last time it was held due to the onslaught of the COVID-19 pandemic. Seatrade Global Cruise Conference is the biggest cruise industry conference in the world. Cruise lines executives as well as other attendees were in unison in praising the resilience of the industry and the path forward as cruise lines across the globe continue their staggered resumption of service. Social distancing and mandatory masking requirements were strictly followed during the conference.

Kelly Craighead, President and CEO of Cruise Lines International Association (CLIA) told the attendees that the past 19 months have been the most extraordinary period the industry has ever encountered. He further averred that none among the industry players could have imagined at the outset of the pandemic just how profound its impact would be. Meanwhile, Carnival Corporation President and CEO, Arnold Donald said that the industry is headed on the road to a bright future, though the road does have potholes and detours in it. Donald mentioned that Carnival is currently sailing with 11 ships while their European brands were sailing longer. The company is coming back, and it's exciting, he added. He never forgot to inform those present that while their bookings are strong, the protocols remained in effect. Compliance and environment protection and the health and safety of everyone is the most important thing.

While new industry players are emerging in the market during the pandemic interim period like Virgin Voyages, headed by Sir Richard Branson, both Donald and Royal Caribbean Chairman & CEO Richard Fain stated there were more than enough passengers to go around. In fact Cruise Executives were elated to know that new-to-cruise passengers, not such experienced former guests, are setting sail on these early return to service cruises. While assumptions made that when the industry started back, it would be the usual clients to be returning to sail, and that didn't happen, instead first-timers started coming in. Fain attributes the result to getting the message out on the protocols and innovation.

On the issue of Governor Ron DeSantis' controversial legislation to ban ships requiring proof of vaccination, the Executives avoided making personal comments and instead focused on the discussion on the need to work with various governments, health authorities and politicians in ports and destination worldwide. Royal Caribbean's Fain pointed out that negotiations have had to occur with governments on a global scale, and not just within the United States.

Meanwhile, some operators were compelled to come up with alternative plans to include pier-side testing for people who failed to have testing in time for COVID-19 upon U.S. Center for Disease Control and Prevention (CDC) recent revision of its guidance to state that all passengers must undergo COVID-19 testing at the pier not less than two days prior to embarkation.

The CDC's Conditional Sail Order is currently set to expire on November 1st this year. While Craighead declined to speculate, he firmly believed that Leaders are 100% committed in following stringent and robust protocols.

Noteworthy this time, however, were the lines that chose not to attend Seatrade Cruise Global in part due to the ongoing operational restart of the cruise industry and the rise of COVID-19 cases in Florida. Norwegian Cruise Line Holdings boss, Frank Del Rio, who has been a vocal proponent for mandatory proof of vaccination for all cruises, including those sailing from Florida home ports might have been the reason why Norwegian Cruise Lines Holding branch, including Norwegian, Oceania and Regent Seven Seas, skipped the conference. The Miami Beach Convention Center, where SeaTrade Global was held, has no vaccination mandate.

Other lines electing not to attend this year's meet like Carnival, Holland America Line, Seabourn Princess, Celebrity and Disney Cruise Lines informed Cruise Critic their decision to skip the conference was to allow the focus on operational restarts of ships around the world to continue uninterrupted.

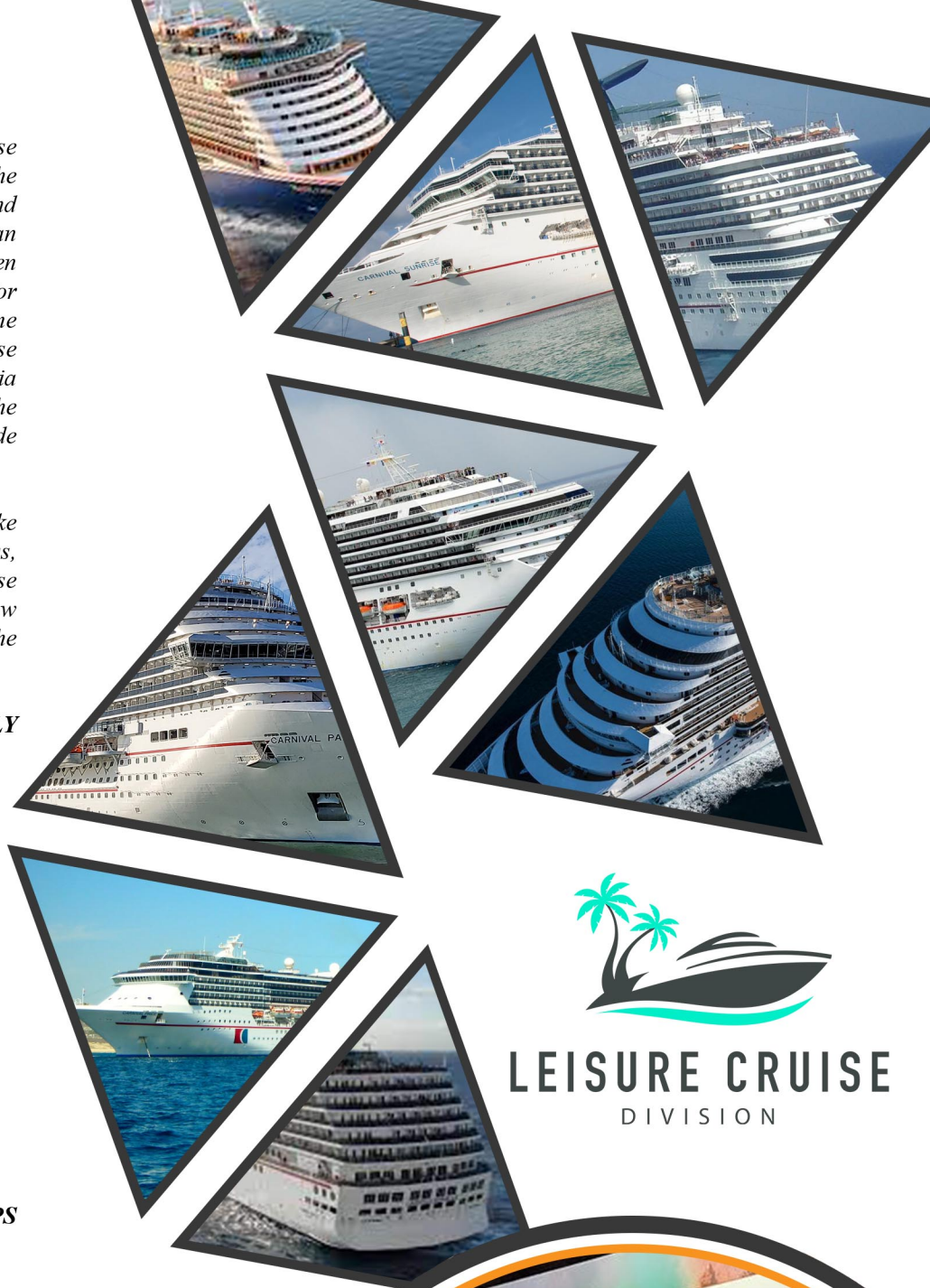
LIST OF CARNIVAL CRUISE CURRENTLY SAILING:

SHIP	PORT
<i>Carnival Dream</i>	<i>Galveston</i>
<i>Carnival Glory</i>	<i>New Orleans</i>
<i>Carnival Pride</i>	<i>Baltimore</i>
<i>Carnival Panorama</i>	<i>Long Beach</i>
<i>Carnival Sunrise</i>	<i>Miami</i>
<i>Carnival Magic</i>	<i>Port Canaveral</i>
<i>Carnival Mardi Gras</i>	<i>Port Canaveral</i>
<i>Carnival Miracle</i>	<i>Seattle</i>
<i>Carnival Breeze</i>	<i>Galveston</i>
<i>Carnival Horizon</i>	<i>Miami</i>
<i>Carnival Vista</i>	<i>Galveston</i>

LIST OF ROYAL CARIBBEAN CRUISE SHIPS CURRENTLY SAILING:

SHIP	PORT
<i>Oasis of the Seas</i>	<i>New Jersey</i>
<i>Mariner of the Seas</i>	<i>Port Canaveral</i>
<i>Harmony of the Seas</i>	<i>Barcelona & Rome</i>
<i>Independence of the Seas</i>	<i>Galveston</i>
<i>Symphony of the Seas</i>	<i>Miami</i>
<i>Ovation of the Seas</i>	<i>Seattle</i>
<i>Allure of the Seas</i>	<i>Port Canaveral</i>
<i>Odyssey of the Seas</i>	<i>Fort Lauderdale</i>
<i>Serenade of the Seas</i>	<i>Seattle</i>
<i>Anthem of the Seas</i>	<i>Southampton</i>
<i>Jewel of the Seas</i>	<i>Limassol</i>
<i>Freedom of the Seas</i>	<i>Miami</i>
<i>Adventure of the Seas</i>	<i>Nassau</i>
<i>Quantum of the Seas</i>	<i>Singapore</i>

Source : Cruise Critic



LEISURE CRUISE
DIVISION





Introduction:

Our company “Navya Shipping”, which during day-to-day business will be using the name “Navya Shipping” as our brand name, was incorporated in NCR, U.P on the August,2019 and established with the aim to provide good and competent service for chartering and broking. We provide our principal adequate information well in advance to safeguard their commercial interest. We provide a professional ship brokerage service across all major commercial shipping sectors internationally.

Services: - Shipbroking Dry & Tanker Chartering



Navya Shipping is well prepared to take on the business and charter tonnage at reasonable rates for our clients. We’ve worked for reputable operators and completed back-to-back charters in the past, and we deal in all commodities. Our knowledgeable post-shipment department is well-equipped to manage legal issues arising from charter and ship owner relationships, and is familiar with all charter party legal issues. Customers with a good reputation – trading in all material tonnage dimensions. Availability of vessels to load particular tonnage from/to the desired port on a timely basis. Combi vessels for small parcel and project shipments are open. Management with a lot of expertise in resolving conflicts as they occur. Approximately 2 million tons of cargo is successfully chartered to Indian ports.

In contrast to the conventional broker’s limited position, Navya Shipping’s approach to shipbroking entails nearly complete commercial management. It provides complete ship-broking services with a team of globally trained and experienced shipbrokers. Navya Shipping, as an extension of its principal’s office, is responsible for identifying and securing appropriate vessels, as well as liaising with agents, shippers, and receivers. It also guarantees error-free documentation to completely protect each principal’s interests. We maintain close communication with the company’s principals at each point to obtain directions and authorization.

Fixtures list:

MV SEAPOL ENDEAVOUR /ACCT ARYAN INTL. CP DTD. 24TH APRIL, 2019 WITH PHOSPO GYPSUM IN BULK – OWNERS SEAPORT LOGISTICS INTL LTD.
MV DARYA JAMUNA - CP DATED 10.06.2019. FROM CHINA TO ECI WITH METCOKE IN BULK.
MV SEAPOL ENDEAVOUR/ARYAN CP DATED 24.04.2019-FILED SETTLED BROKERAGE WILL BE RAISED SOON
MV DARYA JAMUNA/AVANI CP DATED 10.06.2019-FILE SETTLED BROKERAGE WILL BE RAISED SOON
MV BANGLAR JOYJATRA CP DATED – 16 TH AUGUST 2019 KANDLA/ CHITTAGONG AGREEGATES IN BULK OWNERS ARUNA SHIPPING MV INDIGO SW /AVANI OR NOM CP DATED 26.07.2019// CHINA/ECI WITH METCOKE IN BULK- TONGLI SHIPPING.
Mv IDM DOODLE CP DTD, 06.03.2021 CARGO LOADED WITH STEEL PLATES & STEEL STRUCTURE) + FABRICATED STEEL STRUCTURE OWNERS VICTORE SHIPS PVT LTD., FROM PARADIP/SOHAR + JEBEL ALI.

In a constantly evolving shipping market, Navya Shipping will provide the best possible service to our customers and deliver value-added efficiency in our Sale and Purchase department by always sourcing the ideal Sale and Purchase applicant or new building opportunity for our clients and assisting them during the entire Sale and Purchase process. This includes everything from preliminary market research and in-depth market analysis to the discovery, identification, and selection of the vessel in question, to the subsequent negotiation and contract signing, and finally the final delivery transaction. We work with long-time ship owners and newcomers to the ship-owning sector; private clients and investors, national shipping companies or liner companies, large trading corporations, oil companies or traders, grain trading houses.

Who want to grow their fleet or simply sell a vessel, and whether they are considering a new building or a second-hand type of vessel, or to recycle tonnage, we can help? We can essentially handle the entire Sale and Purchase process for any floating item or tonnage, so please contact us with any Ship Sale and Purchase, Ship Destruction, or Ship Valuation needs you may have, and our broking team will get back to you. Although our relationships with shipyards allow us to handle large amounts of contracting work, our comprehensive expertise and market knowledge ensure that our clients get the most out of our services.

New Building Contracting

For new shipbuilding and offshore vessel construction, Navya Shipping can provide up-to-date availability of berths in the world and India markets, as well as competitive rates and terms for our clients. We have specialist teams that provide extensive new construction facilities for both owners and shipyards, in addition to a strong presence in the second-hand S&P and demolition markets. We have brokers all over the world who have formed comprehensive relationships with all of the world’s largest shipyards, allowing us to not only negotiate on the best designs, rates, and contract conditions for our customers, but also to keep track of berth availability on a continuous basis.



Although Navya Shipping has long been a market leader in the containership segment of the newbuilding industry, we also have extensive experience in the dry cargo and tanker markets, having spoken with all of the major line operators, feeder operators, and ship owners.

Tanker & Gas Chartering

Our tanker and gas charter brokers operate on behalf of the majority of the world’s oil producers, traders, ship owners, and operators all over the world. Because of our size and independence, we can provide the kind of reach that our clients need to help them grow their companies. Our tanker and gas team manages chartering requirements for crude oil and refined

petroleum products in all sizes on a global basis for location, contract of affreightment, and time charter.

We offer excellent service and 24-hour coverage around the world by combining industry-leading analysis with global scope and market experience. With a full-time LNG presence, our expert Gas brokers provide a national, round-the-clock operation. Liquefied natural gas (LNG) and liquefied petroleum gas (LPG) is also represented globally.



We can advise our clients on potential industry trends, innovations, and opportunities, as well as anticipate their own growing and evolving requirements, thanks to our proactive approach to broking. We take pride in putting a strong focus on commercial and organizational support for our clients. Our team provides a streamlined approach to vessel and cargo chartering and operations thanks to our global office network that spans all international time zones. A dedicated team of market analysts works closely with our brokers to provide tailored advisory services, including product demand and trade forecasting, earnings forecasting, and the identification of investment opportunities, as well as a range of reputable publications.

Project Management

Navya Shipping has extensive experience in the commercial management of dry cargo tonnage of different sizes and types, and can thus assist ship owners, investors, or financial institutions with complete commercial management of their tonnage. As a result, if you are working on a project involving the purchase of dry cargo tonnage, we are available to assist you not only with our experienced sale-and-purchase department in locating the necessary tonnage, but also commercially. Navya Shipping specializes in high-complexity project management. We collaborate with some of the world's most reputable shipping companies to provide heavy lift break bulk carriers. Finished vehicles, mainly cars, trucks, and buses, as well as self-driven agricultural and construction equipment, make up the majority of our cargo volume. We also provide Ro-Ro carriers for regular services both within and outside of India.

Our background and experience allow us to navigate the industry more effectively, resulting in ideal transportation solutions for our clients. We represent charterers and shareholders, both government and private, in India and have a strong reputation in the industry. We also specialize in all vessel sizes in the bulk trade, from handy, Handymax, to cape size. To optimize customer support and ensure timely activities, our staff focuses on individual markets, vessel sizes, and product classes. As a result, please do not hesitate to contact us for any quotes or financial support for your upcoming shipping investment project.

Maritime Consultancy

Navya Shipping Partners has been able to add substantial value and improve the quality of services we offer to our clients as a result of continued investment in our consultancy department.

The consultancy division was established with the goal of assisting our comprehensive broking network and providing our clients with the most up-to-date tools for their shipping analysis requirements. Our consulting department, which is self-contained, has several locations and collaborates closely with our commercial departments to provide commercially applicable market-leading research.

We focus on the dry, tanker, and container markets and provide regular, weekly, monthly, and quarterly reports. We can provide consulting services, business presentations, and bespoke reporting thanks to the vast databases maintained by the respective agencies, which are used for in-depth market research and forecasting. The department has regular interactions with the financial services sector, and it is often called upon to offer expert witness guidance to a wide range of clients across sectors, as well as to participate at industry-leading conferences around the world.

Our market analysts are active in forecasting commodity demand and trade, earnings forecasting, investment appraisals, and determining the best chartering strategies. Bespoke reviews and consulting are an essential part of our Research Department's work. Our researchers are often invited to talk at international product and shipping conferences. Our team of seasoned Senior Executives, which includes Master Mariners and former senior management of related Government Undertakings (Ports, etc.) with a wealth of expertise, can provide dependable and competent Consultancy, Project Reporting, and other services to a wide range of commercial sectors, including the Shipping Industry.

Maritime Finance

Owners and operators of oceangoing cargo vessels such as tankers, bulkers, container ships, car carriers, as well as offshore vessels and drilling rigs, can take advantage of senior secured loans, sale-leasebacks, and bareboat charters offered by Navya Shipping Maritime Finance. We provide financial institutions and vessel owners with industry-related maritime advisory services, such as valuations, market reports for the maritime sector, and asset and company acquisition advise. The maritime industry has a unique set of skills. Traditional and alternative financing for shipping companies are available in a variety of forms today. With the recovery of ship prices and freight markets, there will be more options and prospects for new financing.



RENEWABLE ENERGY

The 2021 Renewable Energy Congress Deep Dive Session was held Last September 17-18. This event was made possible by the Center for Empowerment, Innovation & Training on Renewable Energy (CentRE) and Friedrich-Ebert-Stiftung Philippines, a non-profit German Foundation funded by the government of the Federal Republic of Germany.

The event was held in connection with the 2021 RE Congress scheduled 25th of September.

The center of the activity was on three (3) specific areas, namely: Distributed Energy Resources, Practical application on Renewable Energy, and RE innovations for off-grid and energy-poor areas. Challenges on the projected realization of 35% target share RE share in the Energy Mix by 2020 was likewise presented.

The first discussion on Distributed Energy Resources was hosted by WeGen Distributed Energy Phils..a new generation energy technical company that specializes in rapidly advancing renewable energy. WeGen discussed about the needed technology in order to fast track the deployment of Distributed Energy as well as how to attract prospective financial resources.

The second part of the discussion, dealt on the Practical Application on renewable Energy for communities. Hosted by the Institute for Climate and Sustainable Cities, (an International non-government group advancing fair climate policy and low carbon, climate-resilient development), One Renewable Energy Enterprises, Inc., and the Foundation for Sustainable Society, Inc..The group delved into the RE applications in community enterprises and social services. It showed how these technologies can be used in economic and health emergencies.

In the third and final discussion on the Off-Grid and Energy-Poor areas, co-event organizers Centre for Renewable Energy and Sustainable Technology (CREST) and the Center for Power Issues and Initiatives (CPII) answered all issues concerning on how RE can become accessible to marginalized groups, as well as those in the off-grid and energy-poor areas in the country.

Serving as the lead-off event for this year's RE Congress which is already on its 4th year, the Deep Dive Sessions emphasized that the mission of this annual event is to identify actions and programs to meet the renewable energy targets of the Philippines, as well as highlight the importance of renewable energy in spurring inclusive and sustainable economic recovery while addressing the effects of climate change.

STILL ON RENEWABLE ENERGY.....

As Offshore wind continues to scale up to meet the growing global demand for clean energy, ensuring the safety of seafarers and technicians is critical. That is why Sam Mayall, founder of Zelim, a Scottish start-up partnered with architect Chartwell Marine to develop the world's first unmanned rescue vessel for the offshore wind industry.

Named 'Survivor 1,' is an 11 meters long lifeboat, weighing 9 tons, equipped with a conveyor belt for water rescues. The vessel is deployed from a fixed offshore structure via a 25-meter free fall and is remote-controlled.

Zelim and Chartwell aims to address the dangers posed by crews working on turbines that continue to increase in size---in areas with deeper water. Survivor 1 is capable of operating in 4.5 wave heights. The total of Global Offshore wind installation was 5.5 GW in 2020 according to the U.S. Department of Energy. It is estimated by the Global Wind Energy Council that around 235 GW of new offshore wind capacity will be installed over the next decade. For the U.S. alone, the Biden administration wanted to reach 30GW of Offshore Wind Energy by 2030.

It is the primary reason why companies like Zelim and Chartwell and other industry partners continue to develop a cohesive offshore survival system, beyond the vessel itself, engaging with operators to make sure it is fit to save lives in the most challenging conditions imaginable.

STILL.....

At Midyear, U.S. Renewable Energy production hits all-time high.

Domestic production of renewable energy (i.e. biofuels, biomass, geothermal, hydropower, solar, wind) reached an all-time high in the first six months of this year, according to a SUN DAY campaign analysis of new data released by the U.S. Energy Information Administration (EIA).

The latest issue of EIA's "Monthly Energy Review" report (with data through June 30, 2021) reveals that renewable sources accounted for 12.91% of the U.S. energy produced (and 12.71 energy consumed) for electricity, transportation, heating, and other uses. Renewable Energy production during the first half of 2021 was 6.160 quadrillion Btu (quads) – 3.03% more than during the same period last year and 4.23% higher than in 2019.

A sharp drop in hydropower (down 12.59%) and smaller declines in geothermal (down 2.83%), and Biomass (down 0.53%) were more than offset by growth in solar energy (up 24.02%), wind (9.96%), and biofuels (up 6.46%).

Wind is now the largest single renewable energy source, accounting for 27.78% of the total U.S. renewable energy output, followed by Biomass (21.28%), Hydropower (19.84%), Biofuels (17.11%), solar (12.32%), and Geothermal (1.67%).

By comparison, production by the nation's nuclear power plants in 2021 dropped by 2.81% and 4.07% compared to 2020 and 2019 levels. As a consequence, energy provided by the renewable sources thus far in 2021 exceeded nuclear generation by more than 50% (6.160 quads vs. 4.007 quads).

Sources: Pilipino Mirror
Renewable Energy World
John Engel
Kenneth Bossong



THAT GIRL NAMED IDA

Indeed deadly and destructive with a maximum sustained wind of 150 mph, Hurricane Ida made a landfall in the US State of Louisiana. Rated Category 4 Atlantic Hurricane, Ida became the second most damaging and intense hurricane to hit the said state on record, just behind Hurricane Katrina that devastated Louisiana and some adjacent areas in 2005. Originated from a tropical wave in the Caribbean Sea during this year's hurricane season, hurricane Ida was the 6th costliest tropical cyclone on record, having cost at least US\$50.1 billion in damages.

On August 29, 2021, the 16th anniversary of Hurricane Katrina, Ida made landfall near Port Fourchon, Louisiana, devastating the town of Grand Isle on a direct hit pattern. Police Chief Scooter Resweber would later say that he was amazed that no one was killed or even seriously injured among the residents of the barrier island. At 2:55 AM, Manila Time, DNR Offshore top management was alerted by Grand Isle Shipyard, with the information that they are already receiving calls about significant damage offshore at the same time requesting to expedite the documents of all available crew including those on vacation for deployment back to Louisiana while assuring DNR Offshore executives that all Filipino Crew members are safe.

At least 2 million barrels per day of oil refining capacity was affected by the weather pattern, which cut power across Louisiana and left at least one facility in standing water. During the aftermath, 95% of oil production, and 94% of gas output had been shut-in according to the Bureau of Safety & Environmental Enforcement.

Here is the list of major oil and gas production sites that were directly affected:

Name	Production/Capacity
BP Plc Atlantis	200,000 bpd
Mad Dog	100,000 bpd
Na Kika	130,000 bpd
Thunder Horse	250,000 bpd
Royal Dutch Shell Plc Turritlella (incl. Stones Field)	50,000 boe/d at peak
Mars	60,000 boe/d
Olympus	100,000 boe/d
Appomatox	175,000 boe/d
Ursa	150,000 boe/d
Auger	130,000 boe/d
Enchilada/Salsa	NS
Equinor SA Titan	2,000 boe/d production rate in 2Q
BHP Group Shenzi	100,000 b/d & 50 mmcf/d gas
Murphy Oil Corporation	4,100 boe/d
Chevron Corporation	NS
Exxon Mobil Corporation	NS

The Gulf of Mexico supplies about 17% of the Nation's oil. Right now, DNR Offshore's Crewing and Recruitment departments are almost on a 24/7 work pattern in order to ensure the continuous deployment of technical work force to the ongoing projects at the Gulf. Looking back in 2005, the onslaught of Hurricane Katrina and its devastation ironically opened-up the opportunities for highly skilled and well-disciplined Filipinos to take part in the then rehabilitation of the Gulf of Mexico. ME

Sources : Wikipedia, Bloomberg, Josyana Joshua
 Source : JPT Journal of Petroleum Technology



A MESSAGE FROM THE MANAGING EDITOR, BLUE PACIFIC (DNR Newsletter)

So we missed the month of August Blue Pacific edition (The Ghost Month according to my colleagues). Firstly, I caught the meanest flu virus, first week of August, which I thought I can beat in a week, but no. I actually didn't experience fever (what with all the truckloads of platitudes about COVID-19), and sense of smell, but I totally lost my appetite to eat. It remained that way for about 2 weeks, up until I started browsing "mukbang" videos on Youtube again. For the rest of the month, I really tried hard to recover the 4 kilos I've shredded (hope the virus too) and of course my strength (whatever it is). It's fine that I didn't lose my sanity from that experience except perhaps during the first two days of its onslaught when I am not sure whether I am awake or dreaming. That was also the time when I was requested by our office to provide a comment/suggestion on the query of our U.S. partner on a certain project only to be confused later if that was part of my hallucinations. I was relieved when Mi Hwa assured me a few days later that it wasn't and I was able to respond to the request "with flying colors" (joke). I've learned later that almost all our people were afflicted with flu and some even came out Covid-positive (even after being vaccinated). Thankfully everyone is fine now.

The saddest news of that month was the untimely demise of our brother Engr. June Enalpe. I didn't know that August 5, 2021 was the last day we've got to be with him in the office. We're sure going to miss Bro. June and his daily greeting of "morning good" for a very long time.

August 30 (29th in Louisiana and the 16th anniversary on the onslaught of Hurricane Katrina), at 2:00 in the morning when top management was alerted by the extent of damage on the oilfields (in real time) by Hurricane Ida both on the deep and shallow assets at the same time requesting that all available crew members' documents be processed and expedited for immediate deployment post hurricane Ida. That old adage that "Misfortune to some is an advantage to others" ironically applies to this situation.

Now, we have our President & CEO who is most willing to help us pick up the pieces from the past and move on to a much invigorated DNR Offshore. Good luck to us all!

JCC

PS. I wish we could move to a new office ASAP

DNR
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Stronger than ever

