

A CRISIS COULD BE BREWING IN THE GULF OF MEXICO



Jeopardized American energy security and a cost of thousands of U.S. jobs and billions in government revenue.

That's what we could see if there is a lapse in the U.S. Department of the Interior's (DOI) five-year program for leasing in the Gulf of Mexico, according to a new analysis by the American Petroleum Institute (API) and the National Ocean Industries Association (NOIA), which was prepared by Energy and Industrial Advisory Partners (EIAP).

The next five-year offshore leasing program must be in place by July 1, 2022, but is well behind schedule, and no offshore lease sales can be held unless DOI implements a new program, API noted in a statement posted on its website. Nearly 60,000 jobs could be lost without the five-year offshore leasing program and a delay could mean nearly 500,000 barrels per day less in Gulf of Mexico production from 2022 to 2040, according to the report. On average, \$1.5 billion per year in government revenue could be lost with reduced offshore production, the report noted.

A lapse in the program would impact Louisiana more than any other state, costing thousands of jobs and millions in lost economic activity in Louisiana, the report highlighted. Nearly 14,000 jobs could be lost without the program and a delayed program could result in a loss of around \$1.3 billion in contributions to Louisiana's economy, according to the report.

"Now more than ever, U.S. oil and natural gas development is critical for the nation's long-term energy security and our national security, and offshore production plays a key role," API Senior Vice President of Policy, Economics and Regulatory Affairs Frank Macchiarola said in an organization statement.

"Policymakers should be doing everything they can to encourage the development of our nation's vast energy resources and acting on the five-year program is a commonsense step the administration could take right now to support global energy security now and in the future," he added in the statement.

NOIA President Erik Mito said, "at a time of geopolitical uncertainty and rapidly rising energy prices, Gulf of Mexico oil and gas production is more important than ever".

"Promoting opportunities for increased U.S. oil and gas production will help fortify our national security, alleviate inflationary energy prices, reduce our dependence on foreign sources of energy, and secure our energy from highly-regulated and lower emissions production sources here at home," he added.

"The longer we go without being able to explore and develop new leases offshore, the longer we weaken a key, proven national strategic energy asset in the U.S. Gulf of Mexico," Mito went on to say.

LMOGA President Tommy Faucheux said, "the results of this study reinforce what we already know here in Louisiana, offshore energy development and lease sales provide economic stability and energy security, providing jobs and wages to thousands of citizens, and helping to fund critical coastal restoration and hurricane protection projects that help make our communities safer and stronger".

"The administration needs to recognize that promoting increased dependence on foreign oil threatens American jobs and deprives our state and local communities of much-needed revenue, all while likely increasing the risks of climate change and creating economic uncertainty when we need it most," he added.

Danos Owner and CEO, Paul Danos, said, "Danos has supported the energy industry in South Louisiana for over 75 years where we employ nearly 2,500 people".

"Ending or reducing lease sales in the Gulf of Mexico will increase carbon emissions, send jobs overseas, increase the cost of energy for Americans, and take away the largest source of funding to restore and protect our Louisiana coast," he added.

Since 1980, the U.S. Secretary of the Interior has been required to prepare a five-year program to best meet national energy needs for the five-year period, including a schedule of oil and gas lease sales and details on the size, timing and location of proposed leasing activity, an API factsheet notes. There will be no opportunities to obtain new leases for federal offshore development without a new five-year program in place, the factsheet warned, adding that companies have not been able to secure new offshore leases since 2020.

by Andreas Exarheas RIGZONE



DEI* in the workplace as change management

By: MICHELLE G. VALENCIANO

Human Resource Manager

Diversity at Work: Removing Bias

HR can treat the challenge of reducing biases against minorities in organizational behavior as a change issue, applying the approach and tools of change management to improve the employee experience in this regard.

Defining the vision and objectives

Change management begins with a vision and objectives, derived from the company's normative and strategic management, stakeholder expectations and current conditions. The DEI vision and objectives can be linked to normative and strategic management. Stakeholders generally have expectations regarding targets for outcomes metrics such as the share of minorities in management positions. As part of change management HR and the company can consider "educating" stakeholders to also acknowledge three other kinds of DEI objectives: first, drivers metrics such as share of minorities in new recruits, training programs, and employee turnover; second, results metrics such as findings in employee surveys; and third, progress metrics on specific DEI programs and initiatives. In addition, customers and business partners can have expectations about the profiles of the personnel serving them, while investors can be more concerned about senior management profiles.

Clarifying the DEI conditions at the workplace

An accurate picture of the conditions regarding bias in behaviors at the workplace can be gained from typical HR fact-finding instruments: surveys, interviews, focus groups, or workshops. Topics to be evaluated are the common forms of bias: microaggressions, avoidance, othering, favoring status over skills, and inequity in recruiting, compensation, training opportunities, and promotion. Employees can be queried for their perceptions of bias both in relation to themselves and in their team. Up to 12 demographic profiles can be used in breaking down the personnel into diverse groups to evaluate their answers.

However, DEI barriers faced by employees are often rooted in the processes generating competitive advantages and can arise unintentionally. Systematic racism or sexism of this kind can therefore be hidden below the conscious perceptions of employees. As apparent as the biased outcomes are, e.g. the share of minorities in management positions, HR may need to apply one or more of the following four special measures to reveal the factors influencing such outcomes. In this way the current DEI conditions are evaluated in-depth to establish the baseline from which objectives for the future are defined.

First, a heightened sensitivity to identifying microaggressions can be gained in workshops devoted to listening and sharing of experiences regarding the norms, often implicit, in everyday communication. Second, the avoidance of minorities in the allocation of both the most promising assignments as well as tasks which best develop skills, often unnoticed, can be discerned in interviews with team and project leaders. Third, in othering, allied employees form into "insiders" engaging in intensive collaboration as part of key organizational developments, excluding the "outsiders" who often are minorities. These groupings can be charted from a survey of team or project members regarding collaboration. Finally, issues in status and inequity can be made transparent by a task force which assembles and presents the appropriate data.

Designing the change program

HR designs the change program by taking account of organizational factors which support or hinder the change, such as the level of readiness for change, the range of the organizational units, and the spectrum of the involved personnel for which DEI improvements are high priority, and the positioning of key opinion leaders and managers with regard to the perceived need for change. The program design establishes the mix of top-down and bottom-up inputs to find the right balance between a directive and participative style. It also defines the mix of the different levers of change: structures, systems, communication, training, and corporate culture.

Implementation in four phases

HR implements the change program in four phases of communication activities and management practices, adjusted to the mentality and circumstances of the personnel as they move through the change process.

First, HR and leadership inform about the need to leave behind the past in order to avoid the dangers of not taking action and to grasp the available opportunities. The opportunities from DEI will benefit the entire organization by improving business performance and raising career development chances for all employees, without favoring or penalizing particular individuals or groups. Management cushions whatever shock there may be and absorbs any initial resistance, which may come from employees who fear that a diversity program could limit their own career chances.

Second, HR mobilizes the personnel to acknowledge the need for change by fleshing out the dissatisfaction with the current situation and painting a picture of the attractiveness and practicability of the future with DEI. The benefits from meeting shareholder expectations are highlighted. All personnel are motivated with the prospects for their own improved performance and the heightened support for their own career development paths. Management has an open ear to listen, is willing to act as a coach and can facilitate dialog and debate within the team regarding e.g. whether the DEI initiatives are a waste of time.

Third, HR implements the new steps to get ready for the change with communication activities to instruct as well as to publicize quick wins, such as take-up for new systems. Management supports the implementation steps by e.g. providing inputs to the planning of initiatives while activating employee participation in and giving feedback to the initiatives.

Fourth, HR integrates the change into renewed daily practices and celebrates progress. Learnings from the way in which factors influencing organizational behavior were made explicit and then acted upon can be applied to future initiatives aimed at organizational renewal. Management monitors the new behaviors and allocates material and immaterial rewards accordingly, e.g. naming the Diversity Employee of the Month.

Conclusion

HR has the neutral position in the organization and the expertise in people management to be most suitable as the change agent for DEI at the workplace. Given the deep and often unconscious roots of DEI issues in society and organizations, HR needs to adopt a long-term perspective in leading this change.

Authored by Benjamin Wall THROUGH HR GAZETTE

*What Is Diversity, Equity & Inclusion (DEI)?

Diversity, Equity & Inclusion (DEI) encompasses the symbiotic relationship, philosophy and culture of acknowledging, embracing, supporting, and accepting those of all racial, sexual, gender, religious and socioeconomic backgrounds, among other differentiators.

A FEW GOOD MEN (March 2022)

José Abad Santos y Basco :

(February 19, 1886 – May 2, 1942) was the fifth Chief Justice of the Supreme Court of the Philippines. He briefly served as the Acting President of the Commonwealth of the Philippines and Acting Commander-in-Chief of the Armed Forces of the Philippines during World War II, on behalf of President Quezon after the government went in exile to the United States. After about two months, he was executed by the Japanese forces for refusing to cooperate during their occupation of the country. Together with Josefa Llanes-Escoda and Vicente Lim, he is memorialized on the Philippines' 1,000 Peso banknote depicting Filipinos who fought and died resisting the Japanese occupation of the Philippines during the Second World War.

Early life and legal career

José Abad Santos was born on February 19, 1886 in San Fernando, Pampanga at the height of the Philippine Revolution against Spain. He was the seventh of the 10 children of Vicente Abad Santos and Toribia Basco (from Guagua, Pampanga). His brother Pedro eventually emerged as a leading socialist leader during the Commonwealth era. He finished his early education in his hometown. In 1904, he was sent to the United States as a government pensioner. He finished a pre-law course at the Santa Clara College in Santa Clara, California; his Bachelor of Laws at Northwestern University in Evanston, Illinois; and his Masters of Laws at George Washington University in 1909. He was admitted to the Philippine Bar in 1911 and later served as Assistant Attorney at the Bureau of Justice from 1913 to 1917.

In 1919, Abad Santos was instrumental in laying the legal groundwork, as well as drafting the by-laws and constitution of the Philippine Women's University, the country and Asia's first private non-sectarian women's institute of higher learning.

Role in the Philippine Government

Department of Justice

He was later appointed as the first Filipino corporate lawyer of the Philippine National Bank, Manila Railroad Company and other government corporations. He went to the Department of Justice where he became Attorney-General, Undersecretary of Justice then Secretary of Justice from 1921 to 1923. In July 1923, he resigned as Secretary of Justice together with other department secretaries as a result of the controversy between Governor-General Leonard Wood and Filipino leaders.

Abad Santos then served as Chief Counsel of the President of the Senate and the Speaker of the House of Representatives of the Philippines. In 1926, he went to the United States as head of the Philippine Educational Mission. He was again appointed Secretary of Justice in 1928 and re-appointed on July 1, 1931. In 1932, he became an Associate Justice of the Supreme Court. He became its Chief Justice on December 24, 1941. As part of the emergency reorganization of the Commonwealth government, Abad Santos, in his capacity as Chief Justice, was given the responsibilities previously handled by the Secretary of Justice (the position of Secretary of Justice was abolished for the duration of the war). Abad Santos accompanied the Commonwealth government to Corregidor, where on December 30, 1941, he administered the oath of office to President Quezon and Vice-President Osmeña for the second term to which they had been elected in November of that year. He also undertook, with Manuel Roxas, the supervision of the destruction of Commonwealth government currency to prevent its falling into enemy hands.

World War II

With the Japanese Invasion rapidly advancing to the southern part of the Philippines, President Manuel L. Quezon was advised by General Douglas MacArthur to establish a government in exile to the United States; Quezon invited Chief Justice Abad Santos to leave with him. The latter declined preferring to remain in the Philippines and carry on his work and stay with his family. On March 17, 1942 the day of Quezon's departure at Zamboanguita, Negros Oriental for the US by way of Australia, he appointed Abad Santos as the Acting President with full authority to act in the name of, and on behalf of the President of the Commonwealth of the Philippines and become the Acting Commander-in-Chief of the Armed Forces of the Philippines in some areas unoccupied by the Japanese.

Death

On April 11, 1942, Abad Santos, his son José Jr. (nicknamed Pepito), Col. Benito Valeriano and two enlisted men were captured by the Japanese in barangay Tubod in Barili, Cebu while traveling by automobile to Toledo, Cebu. He identified himself as the Chief Justice of the Supreme Court of the Philippines. He and his son were then taken to a concentration camp in Basak San Nicolas, Cebu City. When asked to cooperate with the Japanese, he refused. Although he had nothing to do with military operations, they imputed to him, as acting president, the destruction of the bridges and other public works in Cebu that had been undertaken by the USAFFE forces to delay the invasion of the island.

The Japanese High Commander Kiyotake Kawaguchi took him and his son aboard a ship on April 26, 1942, thinking they were heading to Manila. Instead, they arrived on April 28 at Parang, Cotabato, (now in Maguindanao). The next day they were brought to Malabang, Lanao, arriving on April 30. After two days' confinement at Japanese camps, Chief Justice Abad Santos was called in front of Kawaguchi and was informed about the order of his execution. Before he was shot to death, he was able to talk to his son Pepito. Among his last parting words to his son were, "Do not cry, Pepito, show to these people that you are brave. It is an honor to die for one's country. Not everybody has that chance." José Abad Santos was executed at 2:00 p.m., on May 2, 1942, under a tall coconut tree near a river bank. He refused to be blindfolded and refused the last cigarette offered to him.

Death and burial site

Later that afternoon of May 2, 1942, two Japanese interpreters took José's son, Pepito, to his father's grave. It was a small mound—too small, Pepito thought, to hold his father's remains if properly buried. On top of the grave lay a rock as large as a coconut. Pepito begged that he be allowed to mark the grave with a cross, but his request was denied. After the war, an intensive search for the place where José was buried failed. Pepito did not find the hut and the trees, which would have served as points of reference for locating the grave. The area where the execution took place had been plowed and planted to root crops.

Date of execution

The date of his execution is often reported as May 7, but as former Supreme Court Justice Ramon C. Aquino, Abad Santos's biographer put it, "This (May 7) was the date given by Pepito himself during his testimony at the trials of Generals Yoshihide Hayashi and Kiyotake Kawaguchi. But on the basis of the testimony of Keiji Fukui, the interpreter during Abad Santos's confinement, supported by notations in his diary, the date of Abad Santos's execution was definitely ascertained to be at two o'clock on the afternoon of May 2, 1942."

Personal life

A staunch Methodist, Abad Santos worshiped at Central United Methodist Church along T.M. Kalaw Street in Ermita, Manila (then known as the Central Methodist Episcopal Church). Abad Santos was a freemason and a member of the Upsilon Sigma Phi fraternity.
SOURCE : WIKIPEDIA





GREEN ENERGY ARTICLE

Offshore wind power will play a critical role in cleaning up the global grid, with the International Energy Agency (IEA) estimating half the world's energy needs will need to be met with zero emissions electricity by 2040. Offshore wind is rapidly being ramped up in response, with the Global Wind Energy Council projecting 235 GW of new generating capacity over the next decade alone and Europe planning to scale up capacity to 300 GW by 2050. Europe accounts for 70 percent of all current global offshore wind installations with Denmark soon installing the world's first energy islands.

Yet while offshore wind is creating more sustainable power sources, the current production and installation processes behind the technology are increasingly undermining its sustainable premise. It has been widely reported that retrofitting wind turbines to scale up capacity is producing environmental challenges, with a projected 43 million tonnes of hard-to-recycle wind turbine waste by 2050. What is less widely reported is that demand for ever bigger blades and platforms to accelerate offshore wind capacity will also require exponentially bigger installation fleets, facilities, tools and technologies. Without radical change, this situation risks creating greener electricity at the expense of more unsustainable materials and methods.

As offshore wind generating capacity is scaled up to serve booming global demand, swathes of existing wind turbines will need to be replaced with some two GW worth of turbines already refitted in the past two years alone. Average turbine sizes in the European market have ballooned from around three MW in 2010 to eight MW in 2020, with an average turbine size of 12 MW projected by 2025. The first generation of offshore wind turbines were just 100 meters tall while leading offshore wind operators are now replacing them with 300 meter skyscraper-sized mega turbines. These machines will stand almost as high as the Shard building in London, with rotor spans the length of two football fields.

Satisfying this demand has and will require a major increase in the size and scale of wind turbine installation vessels, platforms, port facilities and other equipment such as cranes. And with it, more emissions produced through manufacturing. Unfortunately, the current wind installation fleet is becoming rapidly outdated due to the requirement for bigger crane capacity and some 14 new wind turbine installation vessels (WTIVs) are already under construction. Building a mass of bigger carbon-intensive hulls will massively increase the carbon footprint of the offshore wind industry.

Alongside a mounting pile of wind turbine waste as smaller turbines are replaced, this could also entail many smaller installation vessels and other equipment being set aside. Much like consumers stopping using a perfectly serviceable mobile phone for a shiny new upgrade, where it would be far more sustainable to install updates to expand functionality, rather than disregarding the device completely. If unchecked, this could see the environmental impact of offshore wind installation growing exponentially in parallel with proliferating demand, creating a cycle of unsustainability.

The Need for a Circular Economy in Offshore Wind

The challenge is ensuring sustainability is considered from initial design to implementation and to implement, improve and reuse rather than replace, where possible. Many first-generation installation vessel fleets and equipment were not designed to consider second and third-life applications as offshore wind capacity expanded. Similarly, so far, there is still work to be done around the ability to recycle or reuse existing wind assets for new applications to progressively reduce the cost and environmental impact of installation. Crucially, the WTIV toolkit has not been standardized so that it can be seamlessly scaled up to serve larger wind power production. This means that each time we see new platform designs, such as semi-submersible floating windfarms or larger turbines, the entire installation process has to be expensively retooled.

Together, as an industry, we should be looking for ways to reuse rather than replace existing assets. There is an opportunity for WTIV manufacturers to future-proof vessels by considering future applications at the design stage or to review future applications and implement upgrades to existing assets. This could enable cranes and decks to be easily upgraded to sustain larger wind turbines or adapted for other applications such as maintenance. Adapting and upgrading existing assets could reduce costs and carbon emissions by reducing recycling waste, and the need for new fleets and equipment.

This could even be extended so that existing tools and experience from other sectors, such as oil and gas, could be repurposed for offshore wind, creating a circular economy of installation assets across the offshore energy industry. For example, we used our experience from working in the oil and gas sector to modify a jack-up construction vessel for an offshore wind project. The vessel's crane capacity was not sufficient to install the latest offshore wind equipment as the turbines for the project had increased in size. Our modification allowed the operator to reduce crane trips by a factor of three, making operations more efficient and cost effective.

The oil and gas sector has long pioneered ways of extending the life cycle of existing assets, and this could prove valuable to the offshore wind industry. Currently, there are drilling rigs built in the 1980s that are still in use today that are drilling more complex wells than they were originally designed for. This mantra of ongoing evolution and improvement, rather than replacement, is an alternative that should be considered as we future-proof offshore wind.

For example, our Sea Swift offshore platform is modular by design and is adaptable to new applications such as offshore wind substations. This demonstrates how future-proofing offshore assets at the design stage can extend their lifecycle and curb waste. We've developed the platform to use up to 30 percent less steel than off-the-shelf jacketed options, showing how modular, multi-purpose installation assets can also dramatically reduce material waste and emissions.

We've since evolved our Sea Swift designs even further and they can now also be fully powered by renewable sources, such as wind and solar, eliminating the need for diesel generators. It's innovative engineers coming together and collaborating across the offshore energy sector that can make a big difference to the future of offshore wind.

Living Up to the Industry's Premise

Offshore wind has the potential to help tap into an abundant natural resource, reach a global market and decarbonize much of the world's electricity. Yet a truly sustainable offshore energy industry must also consider its whole lifecycle environmental impact through more sustainable manufacturing, materials and installation methods. As demand grows for offshore wind, it will be increasingly imperative for the industry to try to reuse existing assets from across the whole offshore energy sector, instead of retooling. Installation tools and technologies, as well as the wind turbines themselves, need to be designed and future-proofed with full foresight of their whole life cycle environmental impact. This would ensure the installation process lives up to the sustainable vision of the industry itself.

Headline photo courtesy of Aquaterra Energy.

By: George Morrison Aquaterra Energy.

LATEST ON RECRUITMENT & TRAINING DEPARTMENT

*New Deployment
March 30, 2022*

<i>NAME</i>	<i>Job Description</i>
<i>ARNEL C. DELA CRUZ</i>	<i>Welder</i>
<i>MICHAEL A. MACARAIG</i>	<i>Fitter</i>
<i>ANDREW BIGGANS, JR.</i>	<i>Fitter</i>
<i>MEL BUENAFLO</i>	<i>Scaffolder</i>
<i>MICHAEL SIM AYAP</i>	<i>Scaffolder</i>
<i>ROMY ARANTE</i>	<i>Scaffolder</i>
<i>GERRY MALABANAN</i>	<i>Scaffolder</i>

*Trade Re-Testing
Welders Ex-Crew members*

- 1. FROILAN T. AZUCENA*
- 2. AVELINO M. NANALIG*
- 3. PELAGIO A. RAYOS*

Visa B-1 OCS application on process for approved crew members for deployment.

Mr. Teodoro Cepillo, Rigger is still undergoing chemo therapy session at the Manila Doctors Hospital. Our Operations staff are diligently assisting his transfers to & from the hospital.



FILIPINO SEAFARERS IN DANGER OF LOSING CERTIFICATION (Editorial Feature)

European Commission calls attention to Filipino seafarers' education, training & certification problems

Thousands of Filipino seafarers could lose their jobs unless the Filipino government reaches and maintains international maritime standards on training. This is the chilling takeaway from a meeting with the European Commission (EC).

Earlier in February, the EU's European Commission Directorate General for Mobility and Transport (DG MOVE) met with the Philippine Maritime Industry Authority (MARINA)'s head, Vice Admiral Robert Empedrad. The meeting concerned the EU's December 20, 2021 notification seeking the Philippines' compliance with the International Standards of Training, Certification, and Watchkeeping (STCW) Convention.

The Philippines is a part of said convention which was first adopted by the International Conference on Training and Certification of Seafarers in 1978 and enforced in 1984. Since then, amendments to it were adopted almost every year or every other year since 1991. The last amendments were made in 2018.

The EC has written to the Philippine maritime authorities regarding compliance with the provisions of the convention, particularly concerning the education, training, and certification system of Filipino seafarers in the wake of an inspection conducted by the EC and the European Maritime Safety Agency (EMSA) in 2020.

Empedrad flew to Brussels to discuss the EMSA's findings with the DG in February.

Several EMSA inspections were conducted in 2006, 2010, 2012, 2013, 2014, 2017 and the last one was held in March 2020. The latest findings were what the EC is using to form its assessment, where deficiencies in Filipino seafarers' training were found, and some of them were serious.

Should the EC decide that the Philippines is not meeting international standards, it can and will lay down sanctions such as the non-recognition of STCW certificates issued by the Philippine government through the National Maritime Polytechnic (NMP). If and when these certificates are nullified, Filipino seafarers will not be qualified to board European flag-registered ocean-going vessels.

The EU Delegation in Manila had earlier said that it discovered inconsistencies in the monitoring of inspections and evaluations of maritime schools in the Philippines, and some of these had to do with failings on simulators and on-board training.

"The Philippine authorities received the European Commission notification in the second half of December 2021. Under the applicable rules, the Philippines has to provide its formal reply to the European Commission within two months, and not later than March 10, 2022," the EU said in a statement.

If a negative assessment is released, the EC will withdraw the recognition of Philippine-issued STCW certificates for masters and officers. This is a move that will inevitably be followed by the EU's 27 member States.

Existing certificates for masters and officers will continue to be recognized until the time of their natural expiry, but new certificates will no longer be recognized and seafarers who hold them will not be allowed to work on EU-flagged ships.

The EU Ambassador to the Philippines, Luc Véron, said that the DG MOVE was grateful for Empedrad's visit and explanations, and the EC will be making its assessment based on concrete evidence of any measures Philippine is taking to ensure compliance with the STCW Convention.

The MARINA has until March 10 to submit a written response. The Department of Foreign Affairs (DFA) pointed out the EU has been identifying and calling attention to the Philippines' training deficiencies since 2006.

"We strongly urge MARINA to comply. The livelihoods of thousands of our seafarers are at stake," the DFA said in a statement.

DFA Secretary Teodoro Locsin, Jr. was blunt in his criticism against MARINA for failure to address the SCTW deficiencies.

"I warned MARINA and sent a memo to (Transportation Secretary) Art Tugade and the Palace. I will stand by the EU/EC which invited me in Brussels away from a useless conference to tell me what was up: 16 years of no action from MARINA and the impending doom of our maritime industry," he tweeted.

"They offered to help MARINA but the in the past three and a half years, MARINA did nothing. All EU wants is the closure of inferior maritime schools, some owned by congressmen and others by government officials who wouldn't know academic requirement if (it) was shoved up their asses. Get your fucking asses moving!!" he added.

Maritime schools charge expensive training fees

While the quality of the training programs for seafarers are a concern for both government authorities and seafarers, additionally, seafarers are also worried about the expensive price of training.

A survey conducted by the think tank imaritime.org revealed that among the top concerns of Filipino seafarers is the exorbitant training fees charged by maritime training institutions (MTIs).

The imaritime.org survey stated that the top three concerns of Filipino seafarers are their lack of a retirement plan, access to vaccine and training and certification. Seafarers also questioned the high number of mandatory training sessions they are required to take and the thick documents they have to bring onboard.

The MARINA STCW Office has already started to address some of the concerns and reduced the number of mandatory training courses. Four courses are now optional: Management Level Course (MLC), Operational Level Course (OLC), Electro Technical Officer Course (ETO Course) and the Electro Technical Ratings Course.

The STCW Office also said that it hopes to control the high training fees while maintaining quality, through regulation.

Gibi, the seafarer behind the blog seamanmemories.com, said that before Filipinos enroll in a maritime school, they should first determine if their parents can really support them and pay for the expenses of training and the eventual job search.

“There will also be rejections and delays along the way to becoming a seafarer,” he said. “It will take years for some, if they don’t have backers or if they are not part of any scholarship program.”

Gibi explained that tuition fees are not a joke and said, depending on the school, the annual fee can be between P20,000 to P90,000 (US\$382 to \$1,720). There are also miscellaneous fees, including books, stationary, lodging, meals, internet access, transport and other living expenses.

“All in all, expenses can run up to P10,500 a year if one is frugal, but that’s just for the first year. It takes three years of academic work to graduate, and that will take around P331,500 (US\$6,340) in total.

A seafarer breaks down his training fees

Seafarer Racman J told Maritime Fairtrade that sometimes the effort to take the mandatory annual training and continue working as a seafarer is too much because of the high expenses.

“I am a seafarer like my father. I studied for three years to get a Bachelor of Science in Marine Transportation degree. I thought it would be a great adventure to travel around the world aboard ships, but there have been so many difficulties that it’s so easy to be discouraged.

“The trainings are really expensive, you have to be away from your family, and you encounter corruption in the different maritime agencies that are supposed to be helping seafarers.”

Racman laid down the costs of the training courses he has had to take, as well as the costs of certificates and identification cards.

- Basic Training: P8,800
- Advanced Training: P16,000 (Advanced Fire Fighting, Medical First Aid, Proficiency in Fast Rescue Boat, Proficiency in Survival Craft, Rescue Boat)
- Seafarer with Designated Security Duties (SDSD): P5,500 (After the COVID-19 lockdown, this went up by P800)
- Seaman’s Book: P1,000
- Seaman’s Identification Card (SID): P600
- Safety (For Passenger Vessel): P1,800 – P2,500
- Crowd (For Passenger Vessel): P1,800 – P2,500
- Crisis (For Passenger Vessel): P1,800 – P2,500
- Marpol Consolidated 1-5 (For Tanker Vessel): P1,500 – P2,500
- Basic Training for Chemical Oil Tanker: P4,500
- Deck Watch Keeping (For Decks): P1,500 to P3,500
- Engine Watch Keeping (For Engine): 1,500 to 3,500
- OIC (Officer in Charge) Exam Application: P1,000
- OIC Practical Assessment: P10,000 (As of July 14, 2000, this went up to P16,500. This is only a two-day activity!)
- Operational Level Course (OLC) Part A and B: P15,000
- Global Maritime Distress and Safety System: P9,000
- GOC (General Operator’s Certificate) Exam Application: P85
- GOC Practical Assessment: P7,500
- Ship Simulator and Bridge Teamwork (SSBT) with Bridge Resource Management: P7,500
- COC/COE (Certificate of Recognition/Endorsement): P2,000
- GOC Certificate: P1,000

Racman said: “Most of these certificates are valid only for five years, so sometimes before you get on a ship, the certificate has already lapsed. You have to take another round of licensure trainings. You also have to pay for the COP (Certificate of Proficiency) after every training and each COP costs P250-P350!”

Because of all the expenses, he said that people should think really hard before attempting to become a seafarer.

“We are really like milking cows for the training schools and the government agencies that are supposed to be helping us. Seafarers are hailed as heroes because we send a lot of dollars back to the country in the form of remittances, but when we need support, we don’t get it.”

Condensed from :

*Maritime Fairtrade by: Ina Alleco R. Silverio ,Philippine Correspondent
& Award Winning Investigative Reporter*



CDC DROPS COVID-19 TRAVEL HEALTH NOTICE FOR CRUISES

The US Centers for Disease Control & Prevention has eliminated its pandemic-related Cruise Travel Health Notices for cruise passengers. The agency's travel notice for cruises has been in place at various levels since March 2020.

The agency had a warning level of "high risk" for contracting Covid-19 on a cruise ship for much of the pandemic. Earlier this month, the threat level was lowered to level 2, meaning moderate threat.

The elimination of the warnings altogether was promptly praised by cruise lines.

"the CDC's removal of its health notice related to cruise travel is an important step forward in recognizing the work we have done to protect our guests," Holland America Line President Gus Antorcha said. "At Holland America Line, we continue to operate vaccinated cruises and have created a safe and healthy environment for our guests, our teams the communities we serve, helping to ensure cruising is among the safest forms of socializing and travel."

"We're absolutely thrilled to see that the CDC recognizes that it's time to remove The Travel Health Notice website," said Tom McAlpin, CEO of Virgin Voyages. "While we feel this was a long time coming, we recognize this move as a demonstration of all of the hard work this industry has done to ensure that we're offering the safest way to travel. It's refreshing to see them meet us where we're at, and clearly where at, and clearly where our consumers are at considering the major uptick in demand we've seen."

While eliminating any cruise travel warning, the CDC did not declare cruising risk-free.

"While cruising will always pose some risk of COVID-19 transmission, travelers will make their own risk assessment when choosing to travel on a cruise ship, much like they do in all other travel settings," the agency said in a statement. "CDC will continue to provide guidance to the cruise ship industry to operate in a way that provides a safer and healthier environment for crew, passengers, and communities through CDC's Covid-10 program for Cruise ships."

The agency also suggested cruise passenger should "make sure they are up to date with their COVID-19 vaccines before cruise ship travel and follow their cruise ship's requirements and recommendations."

The CDC continued to post recommendations for cruise travelers on its Cruise Ships Travel During Covid-19 web page. These recommendations include such areas as vaccinations, mask-wearing and testing, before, during, and after cruises.

The agency also said it would continue to update its color-coded ship directory, which shows any outbreaks and investigations of COVID-19 among passengers and crew on cruise ships operating on US waters.

The Cruise Lines International Association, the industry's largest trade association, said the CDC's removal of the health notice "is a step in the right direction and recognizes the leadership and effectiveness of the cruise sector's health and safety protocols that are unmatched by virtually any other commercial setting."

From my gmail :

by: Fran Golden / Cruise Critic



“
Delta is a model employee and a great asset to Franklinton and his hard work and dedication never goes unnoticed.
”
GREG TULLOS
GIS PROJECT MANAGER

EMPLOYEE SPOTLIGHT 



“Home of the CRV Geek “

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