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INABANDONANG SEAMEN, NAKAUWI NA PAGE 2



Last year, seafarers arriving at Subic airport from MV A Lady Bug.

Photo courtesy of Angkla Partylist.

SUSPENDIDO SA PAGINGIL SA MANGINGISDA

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Avída

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INABANDONANG SEAMEN, NAKAUWI NA

Nakabalik na sa bansa ang 15 seamen na inabandona ng kanilang shipowner sa Malta.

Kinumpirma ito ni Foreign Affairs spokesman Charles Jose, "The long-wait came to an end last April 17 as the 15 Filipino sailors finally disembarked from the ship, made possible by the Court of Malta's decision to approve the sale of the vessel to new owners."

Dumating sa ating airport ang mga seamen noong April 19th, 11 buwang ma-stranded sa M/V B Lady Bug sa Malta kahihintay ng pasahod ng naluging shipowner.

Napabalik sa Pilipinas ang mga marinong Pinoy dahil pinalitan ng bagong may-ari ang crew ng Lady Bug. Nakatanggap din umano ng favorable financial settlement ang mga ito kabilang na ang back wages, allowances, interests at gastos sa repatriation.

Manning agency.

Ang Southeast Asia Shipping (Seascorp) ang manning agency nag-deploy sa mga naturang seamen. Ito rin ang ahensya ng 21 Pinoy seamen na na-stranded din sa Malta nuong nakaraang taon.

Pag-aari ng isang Taiwanese businessman ang M/V A Lady Bug at M/V B Lady Bug na Panamanian-registered car carriers.

Sa tulong ng International Transport Workers Federation, nabigyan pagkain ang mga marino at nabayaran ng shipowner.

Pinatawan ng POEA ng documentary suspension ang Seascorp nuong August 20, 2013, inalis din nuong January 9, 2014.

Paliwanag ni Atty. Celso Hernandez, Jr. (OIC-Chief, POEA Legal Division), effective immediately ang ipinapataw na suspension sa mga manning agencies. Tigil ang buong operasyon o deployment sa lahat ng principals nito.

Gayunman, maaring ma-lift ang suspension kapag umapela ang ahensya at ni-reverse ng DOLE ang desisyon ng POEA.

Samantala.

Sa exclusive na panayam ng Maritima kay Seascorp AVP Rowena Dalusong-Mendoza, tumanggi daw na magpa-medical ang mga nakauwing seamen dahil nasa mabuti naman silang sitwasyon.

Nakabalik na rin umano sa trabaho ang ilan sa mga crew; ang iba, nagpo-proseso ng kanilang mga dokumento. Mayruon ding nagbabakasyon kapiling ang kanilang pamilya.

Kinumpirma rin ni Ms. Mendoza na lumipat muna sa ibang kompanya ang ilan sa mga crew dahil wala available positions ang SAS para sa mga ito.

Inamin ni Mendoza na bukod sa naluging principal, may iba pang mga shipowners na nawala sa kanila sa loob ng apat na buwan nilang suspension. Gayun pa man, sila raw ay recovering na.

"We're back, everything is ok, kasi ang masakit dito pag they hear your name, ah hindi wala, kasi suspended yan, illegal recruitment yan. They don't understand what they are talking about. They don't know the story, they don't know what really happened.

We are not the type of the agency that will abandon. As much as possible we're there. We understand the situation of the shipowner and the seafarer," diin ni Mendoza.

Ang Seascorp ay mahigit tatlong dekada na sa industriya; mahigit 20 taon naman itong nagdedeploy ng mga marino sa A Lady Bug at B Lady Bug.

Status.

As of May 13, 2014, nakatala sa website ng POEA (www.poea.gov.ph) na sa 816 manning agencies, 278 ang delisted, 48 and

cancelled, 32 ang expired license, 9 ang suspended, 15 ang forever banned, 19 ang inactive, 4 ang denied for renewal, 2 ang ceased operation at 1 ang temporary suspension of operations.



Financial security.

Inaprubahan ng International Labor Organization (ILO) ang financial security safety nets in cases of abandonment, death at long term disabilities.

Ito ay ibinalita ni POEA Administrator Hans Leo Cacdac sa

Seafarers Symposium nuong April 30 sa National Library auditorium sa Manila.

Cacdac reports na sa first special tripartite committee meeting sa Geneva nuong April 7-11, 57 member states ang sumang-ayon at isa ang nag-abstain para sa naturang amendment Maritime Labor Convention 2006 (MLC 2006).

"Shipowners will now be obligated to secure a financial security be it in the form of insurance or P & I, (or acceptable financial instrument)... This is a very welcome development especially in abandonment cases," sabi ni Cacdac.

Nilinaw naman ni Cacdac na sa January 2017 pa magiging epektibo ang amendment, matapos ang traditional dalawang taong disapproval process.

Pahabol balita, nahalal ang Pilipinas na Vice Chairman ng Tripartite Committee. Tatlong taon ang termino at Canada ang Chairman.

UNSAFE, DETAINED SA ENGLAND

Hinarang at hindi na pinaglayag ng United Kingdom Maritime and Coastguard Agency (MCA) ang Turkish-owned, Panama-flagged, cargo vessel na Munzur.

Early April pa ito naka-detain sa Fowey, Cornwall, England.

Ang barko ay may 14 deficiencies; 7 dito ay grounds for detention. Walang hot water, washing machines, maruming bed linen, kakaunting sariwang pagkain, unsafe electrics at poor sanitary system.

Hindi rin pinasahod ang 12 crew na umabot na sa

kabuuang US\$35,000. Karamihan sa kanila ay mas mababa sa minimum wage ng International Labour Organization.

Sa tulong ng International Transport Workers Federation at Mission to Seafarers, nabigyan ng pagkain ang mga crew at dalawang washing machines.

Pumayag na rin ang shipowner na bayaran ang back wages ng mga crew at tulongan silang makauwi sa kanilang mga bansa.



THE LAWS AND IMPLICATIONS

Second and final abstract on Seafaring in the Philippines

By Capt. Rodolfo Estampador - Chairman, Conference of Maritime Manning Agencies

Republic Act 8544 governs the merchant marine profession, "The Act Regulating the Practice of the Merchant Marine Officer in the Philippines."

It aligns with Article 1 of the STCW Convention of 1978, as amended. Our Article II, Section 2 states "... the decreed policy of the State to institutionalize radical changes as required by the international and standards to insure that only qualified, competent and globally competitive marine Deck/Engineer Officers as determined through licensure examinations shall be allowed entry to the practice of the Merchant Marine profession."

RA 8544 – IRR or Implementing Rules and Regulations

The syllabi of the licensure examination are grouped as follows:

1. Navigation
2. Cargo Handling and Stowage
3. Controlling the operation of the ship and care for persons onboard.
4. Marine Engineering
5. Electrical, electronic and control engineering
6. Maintenance and repair
7. Radio Operation

At the following levels of responsibility:

1. Management Level
2. Operational Level
3. Support Level

Comments.

The level of the licensure examination is distinct and is in conjunction with the

STCW Code Part A which is the minimum mandatory standards of competence.

The law maybe weak but it is a law.

STCW CONVENTION 1978, as amended, is not for profit.

It is the highest form in the practice of the Merchant Marine profession by introducing the most practicable Standards of Competence. Focused on safety of life and property at sea, protection, conservation and preservation of marine environment.

It is composed of the following:

1. Articles
2. Resolutions
3. Regulations
4. Code – Part A and Part B

It entered into force on April 25, 1984 with amendments adopted in 1991, 1995, 1997, 2004, 2006, and 2010, The Manila Amendments.

The STCW Code cross-references directly to the Articles and Regulations should read in conjunction with STCW Convention contained in:

Part A – mandatory to which reference is made in the Annex to the Convention which give details to the minimum standards required to be maintained by parties in order to give full and complete effect to the provisions of the convention.

The Philippines entered into the STCW While List in August 2000. This signifies the Philippines complies with the Global Standards of Education, Training and Certification.

The Convention Articles and Annexes provided the legal framework within which Mandatory Technical Standards on Part A of the STCW Code are amended.

STCW 95 Resolution 2 (Adoption of the Seafarers Training Certification and Watch keeping Code)

Paragraph 8 states "Nothing that regulations 1/1 paragraph 2 of the amended annex to the 1978 STCW Convention provides, Part A of the STCW Code supplements the regulation annexes to the Convention and that any reference to a requirement in a regulation also constitutes a reference to the corresponding of the Part A of the STCW Code.

Comments.

STCW Conventions is like any business, reducing the cost without compromising quality nor safety. It is very opposite and different way on how the Philippines appreciated the STCW Convention, as amended.

Bad governance and high bureaucracy result into systematic graft and corruption, overlapping of government agencies involved as to the compliance of the Convention in which redown to abuse of authority and more of ignorance to what STCW Convention provides.

Conclusion.

No mandatory training courses other than what is provided in accordance to the STCW Part A shall be implemented by the Administration. Examples, Board of Marine Deck Resolution No. 11 – 104 series of 2011, and many more.

Rightfully, MARINA be the single STCW Administration

as mandated by E.O. 75. All Resolutions and Memorandum Circulars not within the context of the STCW Part A shall be recalled.

Maritime Labor Convention 2006 – MLC 2006

Long before MLC 2006, the seafarers employment and social rights of the Convention have been adopted by the Philippines; particularly, to Filipino seafarers employed on foreign trade vessels (on any flag). The Philippine Overseas Employment Administration (POEA) processes the employment. The adoption of the MLC 2006 on domestic vessels is on-going.

In support of MLC 2006, "An Act Instituting the Magna Carta of Filipino Seafarers" is now filed in Congress.

"Ten or twenty years from now, it is believed the Philippines will continue to be the source of seafarers, if only because of economic necessity, but whether it will remain a major supplier will depend on how the country responds to the new demands of the market.

There are a number of things going for the Filipinos in particular his adaptability to the seagoing life, there is no lack of potential but the individual is being held by the system."

This quote and essence of the article has been published in Maritime Asia magazine, 1993.

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PALMARCO MARKS 35 YEARS

"Talagang pampamilya ang celebration ng 35th anniversary ng PAL Maritime Corporation noong April 26 sa Le Pavilion, Roxas Boulevard, Pasay City.

Game na game ang mga shipowners ng PALMARCO sa sayawan, kantahan at mga palaro. Enjoy din ang staff at mga marino kasama ang kanilang pamilya. Parang

Christmas. May parlor games, popcorn, ice cream, masarap na pagkain at tumanggap pa ng pera ang mga bata.

Inireport din ng PALMARCO officers sa pangunguna ni VP and General Manager Mrs. Sonrisa David ang ginawang pagtulong ng kompanya sa mga biktima ng bagyong Yolanda. Naisagawa ang relief

operation sa pinagsama-samang donation ng principals, opisyal, staff at mga marino.

Bago ang selebrasyon, dumalo ang mga marine officers sa dalawang araw na training sa Discovery Suites Ortigas, Pasig City, April 24-25. Pinangasiwaan ito ng mga opisyal ng kompanya kasama ang mga principals nito.



\$7 MINIMUM WAGE INCREASE

Tataas ang sahod ng mga marino, daw.

Inaprubahan ang monthly minimum wage na US\$585 mula sa US\$592. Simula ito sa January 1, 2015. Sa January 1, 2016, ito ay magiging US\$614.

Kaya after 1-1/2 year, tataas ng \$7 sa 2015. After isang taon naman simula 2016, dagdag \$29 daw. Baka sapat na itong buwanang increase pambili ng sigarilyo. O load.

Ang desisyon ay ginawa sa pulong ng International Labor Organization. Dumalo ang mga kinatawan ng International Transport Federation at

International Shipping Federation.

Sabi ni ITF representative Henrik Berlau, patunay raw ito na seryoso ang mga shipowners na sumunod sa probisyon ng Maritime Labor Convention 2006.

Sa record ng ILO, 1.2 milyon ang mga seaman sa buong mundo. Pinakamarami ang mga Pilipino na umaabot ngayon sa 438,000.

Aba, 438,000 marinero x \$7/ month increase ay \$3066 x PhP45 ay PhP137,970 buwanan.

Laman tiyan din. Kaya lang, after 18 months pa mula ngayon.

TALAKAYAN SA JMG

Limang major agencies ang nagbigay pananaw sa forum na organisado ng Joint Manning Group (JMG) nuong May 6 sa Manila Hotel.

Tinalakay ni POEA Administrator Hans Leo Cacdac ang implementasyon ng MLC 2006

na patungkol sa karapatan ng international labor sector.

Update naman ni MARINA Administrator Max Mejia, Jr. ang audience sa audit ng EMSA o European Maritime Safety Agency.

Si TESDA Executive Director Ma. Susan Dela Rama ay nagpaliwanag sa assessment at certification ng mga cooks at messmen.

Diniscuss ni SSS SVP (intl operations) Judy Frances See ang itinalaga ng SSS na contribution at ang kahalagahan ng pagiging miyembro.

Inihain naman ni IBP Natl Director (Bar Discipline) Atty. Dominic C.M. Solis ang mga panukala nila para mapuksa ang ambulance chasing.

Umbrella organization ang JMG ng limang malalaking grupo ng mga manning agencies: Filipino Shipowners' Association, International Maritime Association, Association of Manning Agencies and Ship Managers at Phil-Japan Manning Consultative Council.



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- Radar Navigation, Radar Plotting and Use of ARPA (RNRPA)
- Basic Training in Oil and Chemical Tankers
- Consolidated MARPOL 73/78
- Ship Security Awareness Training and Seafarers with Designated Security Duties (SSATSDSD)
- Ship Security Officer Training Course (SSO)
- Medical Emergency First Aid (MEFA)

ADDITIONAL TRAINING COURSES BEING OFFERED ARE AS FOLLOWS:

Voyage Planning and Chart Correction
ISM Code for officers and Ratings
Safety Awareness for Program for Ratings (SATPRO)

Collision Regulation (COLREG)
AIS
Risk Management and Incident Investigation

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P500M FOR MARITIME SAFETY

Magbibigay ng 1,152 million yen (around \$11.25 million or PhPp501 million) ang Japan sa Pilipinas para palakasin ang maritime safety.

Ang multiyear grant project ay magsisimula ngayong taon at inaasahang makukumpleto sa 2017.

Sabi ni Juan Paulo Fajardo, ng JICA o Japan International Cooperation Agency, pinirmahan ang agreement nina JICA Philippines chief representative Noriaki Niwa at NEDA Secretary Arsenio Balisacan.

Idadaan sa Coast Guard ang aid para sa installation ng transportable satellite-based communications system at acquisition ng vessel traffic management system na ilalagay sa Cebu.

Dagdag pa, magdo-donate din ang Japan ng 100 million yen sa Pilipinas para makatulong sa pagbangon ng Mindanao, kasunod ng nilagdaang peace accord sa pagitan ng gobyerno at mga rebeldeng Muslim.

PINATAY NINAKAWAN

Wanted ngayon ang isang kapitan ng barko na suspect sa pagpatay sa dalawang crew.

Binaril daw ni Capt. Chaliang Mawang, 48 years old, ang dalawa para makuha ang 5 million baht na kinita ng mga ito sa illegal na pagbebenta ng langis.

Ayon sa mga nakasaksi, itinapon ni Chaliang ang mga biktima sa dagat matapos barilin. Minando nito ang barko papuntang Trat kung saan siya lumipat ng speed boat tangay ang ninakaw na perang galing din sa pagnanakaw.

Ang Thai-registered vessel Ocean 4 ay nagdadala ng diesel sa southern province ng Songkhla, mula sa Malaysia.

May kargang 300,000 litrong langis ang tanker ng masabat ng mga awtoridad sa Koh Kood nuong May 3.

Hawak ng mga awtoridad for further interrogation ang tatlong crew na inabutan habang naka-angkla ang tanker sa Ao Salad pier.

EDITORIAL

LAWAK NG PANANAW

Hindi simple bagkus masalimuot ang abandonment sa mga marino na madalas ay dahil sa naluging shipowner.

Stranded ang marino sa dagat o pier. Wala o kapos ang supply ng pagkain at iba pang pangangailangan sa barko. Walang ding remittance ang pamilya dahil walang sweldo.

Buti na lang, may mga international organizations na tumutulong sa mga marinong inaabandona sa gitna ng laot o foreign ports. Sila ang umaambag ng pangunahing mga pangangailangan ng mga marino at nakikipag-ugnayan sa manning agency at iba pang ahensya.

Sa Pilipinas, inaabandona rin ang manning agency hindi lamang ng naluging principal kundi maging ng ibang shipowners nito. Ito ay kapag lumabas na ang suspension order ng POEA laban sa ahensya kapag hindi agad na-repatriate ang mga apektadong marino.

Kaya stranded din pati ang mga marinong pinoproseso na sana para madeploy. Kahit para sa ibang principals.

Ang ibang shipowners ay lumilipat sa ibang manning agencies sa Pilipinas o sa ibang bansa. Lalo ngayon na mas mababa raw ang pasweldo sa marino ng ibang lahi gaya ng Myanmar.

Ayaw ding umuwi dahil hindi sila masusuwelduhan. Kung baga, Binabantayan nila ang barko para kung ipagbili man, sila ang unang babayaran.

May inaprubahang financial security ang International Labor Organization para obligahin ang mga shipowners na kumuha ng insurance in cases of abandonment. Kung makakuha ng sapat na boto ng bilang ng mga bansa, ang panukala ay magiging effective lang sa 2017. Paano na ang buhay ng marino sa tatlong taon hanggang dumating ang 2017?

Sinlawak ng karagatan ang isyu ng abandonment. Kaya kailangan, malawak at maunawain ang pananaw sa isyung ito na buhay at kinabukasan ang nakasalalay.

Lyn Bacani
Publisher

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NATIONWIDE JOB FAIRS

Ayan, summer offerings May at June ng DOLE, sangkatutak na trabaho:

Cordillera Administrative Region

- La Trinidad Jobs Fair, Benguet State University Gymnasium, 22 May
- City Jobs Fair, Tabuk City, 19-20 June
- Flora Jobs Fair, Poblacion, Flora, Apayao, 22 June; and
- LGU-Conner, Caglayan, Conner, Apayao, 25 June.

National Capital Region

- Ampitheater, Malabon City, 22 May
- Philstar Daily, Trinoma Activity Center, Trinoma Mall, 27-28 May
- Luneta Park, Manila and SM Center Muntinlupa, 12 June
- Caloocan North City Hall, 13 June
- Maypajo Area, Caloocan City Hall South, 18 June
- Amphitheater, Malabon City Hall, 19 June
- Caloocan (Main) City Hall South, 19 June, and
- Caloocan City Hall North, 26 June.

Region 1

- Naguilian, La Union, 8 May
- PESO Provincial Training Center, Lingayen, Pangasinan, 9 May
- Municipal Gym, Anda, 16 May
- Bayambang, Pangasinan, 19 May
- Mangaldan, Macario Ydia Dev Center, 20 May
- Sison Auditorium, Alaminos City, 24 May
- Bauang, La Union, 29 May
- Atrium Nepo Mall, Dagupan City, 12 June
- Candon City, Ilocos Sur, 12 June and
- CSI Mall, San Fernando City, La Union, 12 June.

Region 2

- 2/F Food Court, Public Market, San Mateo, Isabela, 12 May.

Region 4A

- Tanay Gym, Barangay Katipunan Bayani, Tanay Rizal, 9 May; and
- Bulwagang M.L. Quezon, Calauag, Quezon, 21 May.

Region 5

- Labo, Camarines Norte, 5-6 May; and
- Tabaco City Terrace, 19-20 June.

Region 6

- Powering Up @ 4, Gaisano City Mall, Bacolod City, 22-23 May
- Mary Mart Mall, Iloilo City, 12 June
- Robinson's Place Bacolod, Bacolod City, 12 June
- San Carlos Gym, San Carlos City, Negros Occidental, 12 June and
- Malay Sports Complex, Poblacion, Malay, Aklan, 25 June.

Region 7

- Brgy. San Nicolas, Cebu City, 10 May
- Frasco Memorial Sports Complex, 17 May
- Balamban Sports Complex, 24 May
- Barangay Apas, Cebu City, 24 May
- Mandaue City, 24 May
- Mini Job Fair-DMDP, Cebu City, 28 May
- Brgy. Mabolo, Cebu City, 14 June

- DMDP, Cebu City, 18 June
- Capitol Grounds, 22 June; and
- Cebu City, 28 June.

Region 10

- City Tourism Hall, Cagayan de Oro City, 30 May and 27 June.

Region 11

- Gymnasium, Mankilam, Tagum City, 14 May
- Magallanes Elem Sch, Davao City, 24 May
- Davao City, 12 June
- Tagum City, 12 June; and
- Mabini Elem Sch, Bangkal, Davao City, 21 June.

Region 13

- Butuan City, 12 June
- Naligayan CCenter, Patin-ay, Pros. ADS, 13-14 June
- San Miguel Municipal Hall, 16 June
- San Francisco Gym, 20-21 June; and
- Tandag City Gym, 23 June.

Applicants bring (1) resume, (2) 2 x 2 ID pictures (more if multiple applications), (3) certificate of employment from past jobs, (4) diploma and/or transcript of records (5) authenticated birth certificate.

MARITIME BREAK

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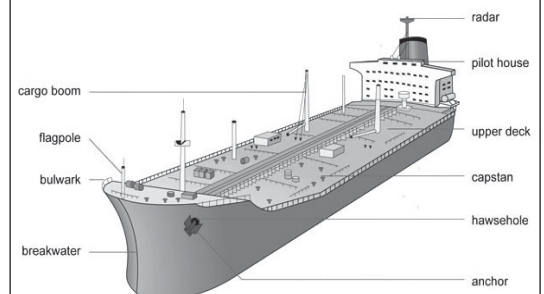
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