

## GENERAL PROCEDURES

1. Under exclusive agreement with the Philippines Maritime Police (MARPOL) we provide maritime security services in the Sulu Sea and Philippines Coastal. We also can assist your vessels with security teams through Indonesia and Malaysia Navy at Celebes Sea, Band Sea, Makassar Strait and Java Sea.
2. The ports/positions we service in Philippines coastal are – but not limited – the BALABAC Island, the BONGAO Island, the ZAMBOANGA, the GENERAL SANTOS, the MALALAG BAY, the BACOLOD, the MINDORO and the MANILA port.
3. In all these positions, MARPOL embark/disembark its teams and equipment on vessels through own means (heavy armed fast speedboats of MARPOL)
4. The MARPOL carry the necessary and enough equipment (automatic and/or semi-automatic rifles, ammunition, ballistic equipment etc) needed for the maritime security services in arms onboard.
5. The MARPOL teams are constituted by 4, 6 or 9 experience personnel in arms (subject to the evaluation of RISK by MARPOL and the certificate of safety of the ship), securing the vessel, the cargo and mostly the crew from any threat when ship is sailing through the Sulu sea high risk area waters of Philippines.
6. The MARPOL acts according to the International rules of force, rules of engagements and SOP but mostly according to the Republic of Philippines rules of force, rules of engagements and SOP's as the security services that MARPOL provides is all the time within the Philippines National waters/territory.
7. The MARPOL in contact with our OPS makes all diligence when required or deem necessary to coordinate with the Philippines Coast Guards on ongoing operations.
8. The MARPOL acknowledge that PMSC has the right to provide an expertise coordinator - whenever deems necessary - on any mission with main obligations the coordinating of the transit in close contact with the MARPOL team, the master of the ship and our OPS centers and according to the rules of the IMO, the Flag rules of the ship and the P&I where ship is registered
9. The MARPOL (and our coordinator if on board) undertakes the hardening of the ship and provides all necessary defense measures needed according to the instructions of the master of the Ship for the safety of the crew, team and ship.
10. From our OPS centers we monitoring ship in all its transit while we are 24hrs in contact with the master of the ship and the team on board in order to keep authorities and further any other entity involved in transit well informed.
11. The cost per mission is calculated according to the total days of transit (including delays at ports or sea), the embarkation and disembarkation points, the number of personnel and the equipment that will be required.
12. The services agreement/contract it is signed between the PMSC and its client (standard GUARDCON or BIMCO contract) where the MARPOL is acting as sub-contractor providing its services only within the Philippines National waters.
13. All payments are in basis of 100% in advance against relevant proforma invoices where final invoice is issued at the end of the transit including any extra charges might have been occurred.
- 14 The offered prices are in “all inclusive basis”, covering security teams traveling, accommodation, embarkation/disembarkation costs, personnel salaries, port agent fees, all necessary documents and permissions required for the armed security personnel embarkation and disembarkation and any extra expenses might be occurred.
15. The MARPOL affirms that will not claim any liability from any (PMSC, Agent, Ship, owner, Charterer, P&I, Flag etc) and the same affirmation stands from client side also, thus from Agent, PMSC, MARPOL etc.