



PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(National Headquarters Philippine Coast Guard)
139 25th Street, Port Area
1018 Manila

NHQ-PCG/CG-3

12 March 2025

**STANDING OPERATING PROCEDURE
NUMBER 05-25**

**REVISED COLOR SCHEME ALERT STATUS IN PRESCRIBING ALERT LEVEL
CONDITIONS**

1. REFERENCES

- A. Republic Act No. 9993, entitled "Philippine Coast Guard Law of 2009" and its Implementing Rules and Regulations dated 27 July 2009;
- B. CG3/CG2 SOP No. 07-03, entitled "Guidelines During Alert Status Level" dated 05 December 2003;
- C. HPCG/CG-3 SOP No. 002-09, entitled "Interim Guidelines on PCG Alert Condition/Levels" dated 22 July 2009; and
- D. HPCG/CG3/CG8/CGAC SOP No. 01-12, entitled "PCG Alert and Response Procedure" dated 04 April 2012.

2. GENERAL

Since the separation of the Philippine Coast Guard from the AFP-Philippine Navy in 1998, the Organization developed its own policies in tune with other law enforcement agencies as the third armed uniformed service. By virtue of its mandate, capabilities and resources, the PCG must be prepared at all times to deal with maritime incidents, disasters, security threats and related crisis situations brought about by natural and man-made factors. Any such incident, crisis situation or imminent threat may be prevented or its adverse effects can be significantly minimized through the PCG's well planned anticipation, preparedness, prompt action and implementation of prescribed guidelines and procedures in handling such situations. One of which is the procedures and guidelines in the declaration of various alert levels of the PCG relative to the perceived and existing security threats from man-made and natural disasters.

3. PURPOSE

This SOP aims to simplify the alert level conditions reverting to traditional color-coding scheme of White, Blue and Red Alert which is being used by other Law Enforcement Agencies in determining appropriate alert status.

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4. DEFINITION OF TERMS

Alert – a condition for action, defense or protection. The period of time during which PCG Units stand-by for immediate response to an emergency or crisis situation.

Blue Alert – this level indicates a potential threat or situation that requires increased vigilance and preparedness. PCG Units declaring Blue Alert shall maintain 50% of its personnel and emergency preparations are carried out in accordance to the units emergency response protocols and/or Watch Quarter Station Bills.

Coordination – refers to exchange of information to inform, integrate, synchronize and de-conflict operations. It also includes, but is not limited to, coordination with inter-unit and allied agencies.

Crisis – any event that is going or expected to take place that may lead towards an unstable and dangerous situation affecting an individual, group, community or whole society, or is a turning point in the progress of an affair or a series of events.

Disaster – a situation and process involving a hazardous event which has negative consequences particularly damage to properties, livelihood disruption and/or casualties.

Emergency – an actual threat to an individual's life or to public health and safety, or sudden occurrence of unfortunate events needing immediate response.

Red Alert – this is the highest level of alert which requires 100% attendance of personnel indicating an active threat or crisis that requires immediate action. All PCG personnel are directed to stay in their units for 24-hour monitoring capable of responding to any possible emergency situation. This includes, but is not limited to, planning, coordinating, dissemination of information and activation of OPLANs.

White Alert – refers to normal situations/operations in the performance of routine activities of the Organization. No immediate threats and risks are present. Minimum manning requirement is 35% of personnel during non-office hours, weekends and holidays.

5. INCIDENT CATEGORIZATION

- A. Transportation-related incidents shall be categorized as **White Alert** or Guarded Alert, **Blue Alert** or Heightened Alert, and **Red Alert** or Full Alert, based on the general criteria listed below.
- B. The following situations are categorized as less serious incidents under the status of **White Alert**;
 - i. Situations where the possibility of damage to life and property is slight if precautionary, safety and security measures are not observed or properly implemented.
 - ii. Incidents where the damage of life and property already caused is minor to less serious.

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- iii. Incidents or situations where their effect or potential effect is slight interference or interruption in the normal operations.
- iv. Incidents or situations which can be resolved as tie allows using standard operating procedures with minimal management supervision and without adversely affecting operations.
- v. Examples of such incidents or situations are Low Pressure Area or Inter-tropical Convergence Zone (Maritime); an emergency call from an aircraft (Air); common breakdown of equipment due to wear and tear (Rail); minor road mishaps that do not result in loss of life or damage to property (Road).

C. The following situations will warrant the declaration of **Blue Alert Status**;

- i. Situations where damage to life and property is certain if precautionary, safety and security measures are not observed or properly implemented.
- ii. Incidents where the damage to life or property already caused is serious.
- iii. Incidents or situations where their effect or potential effect is considerable interference or interruption in the normal operations.
- iv. Incidents or situations where their resolution will require the activation of on-call procedures and the use of additional agency resource to resolve.
- v. High passenger volume season such as Holy Week, opening of classes in June, All Saint's Day/All Soul's Day (Undas), Christmas break, long weekends and the like.
- vi. Whenever there is a weather disturbance in the scale of Public Storm Warning Signal (PSWS) 1; or incidents of major marine casualty of considerable magnitude, or increased risk to the public and facilities brought about by a security incident or threat. Examples of such incidents or situations are engine breakdown or aground vessel; a distress call from an aircraft; power outage/train breakdown resulting in a major disruption of operations; major mishaps resulting in loss of lives and damage to property.
- vii. Any other incidents as may be declared as Blue Alert by CPCG.

D. The following situations will warrant the declaration of **Red Alert Status**;

- i. Situations where damage to life and property is certain even if precautionary, safety and security measures are observed or properly implemented.
- ii. Incidents where grave or extensive damage to life or property has already been caused.
- iii. Incidents or situations where their effect or potential effect is a major interference or interruption in the normal operations.
- iv. Incidents or situations where their effect resolution requires immediate action using contingency plans and all resources of the concerned agency with the support of other agencies.

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- v. Whenever there is a severe weather disturbance in the scale of PSWS 2 and above; or incidents of major marine casualty or related maritime disasters of significant magnitude, or security incident or threat of alarming proportion. Examples of such incidents or situations are sinking of passenger vessels, collision involving a passenger vessel at sea, bombing of passenger vessel or a passenger terminal, major oil spill; crash of a commercial plane, strike of air Traffic Controllers, shut down of a major port/airport; passenger train derailment, bombing of passenger train or train station, train collision; transportation strikes, bombing of a passenger vehicle or a passenger terminal; traffic re-routing/closure due to floods or mishaps; fire, floods, building collapse due to an earthquake, or any major damage to facilities caused by natural calamities.

- vi. Any other incident as may be declared as Red Alert Status by the CPCG.

6. QUICK RESPONSE PROCEDURES AND PROTOCOLS, DELINEATION OF ROLES AND RESPONSIBILITIES

A. GENERAL PROCEDURES

- i. The following are general standard responses which shall be implemented for alert situations or incidents:
 - a. The designated action officers and personnel of PCG units shall immediately report any alert situation or incident to CPCG and implement the appropriate quick response procedures and protocols.
 - b. CPCG shall assess the situation or incident and its effect on the agency's operations, monitors the implementation of quick response procedures and protocol and reports to the SOTr, through the Undersecretary for Operations, every hour or as necessary.
- ii. The DOTr Operations Center shall automatically be activated by the Undersecretary for Operations during Blue Alert and Red Alert transportation-related incidents or situations.
 - a. The DOTr Operations Center shall be responsible for coordinating and monitoring all activities in relation to the implementation of quick response procedures and protocols by all sectoral and attached agencies and corporations.
 - b. All operations or action centers of sectoral and attached agencies and corporations shall be under the operational control of the DOTr Operations Center during Blue Alert and Red Alert transportation-related incidents and alert situations.
- iii. The DOTr Operations Center shall have a Secretariat headed by the Assistant Secretary for Administration. The Secretariat shall perform the following functions:
 - a. Establish efficient communication lines and facilities among operations or action centers and action officers to ensure that communication lines are kept open in order that all relevant information are relayed in a timely manner;

- b. Schedule coordinating meetings and liaise with other government agencies;
 - c. Manage and analyze the database or reports on transportation-related incidents in support of decision-making; and
 - d. Relay all relevant information about the alert situation or incident to the DOTr Public Information Division (PID). The Public Information Office of the agency concerned shall coordinate with the DOTr PID in answering queries from media in relation to the incident or situation, and in issuing media releases/reports.
- iv. During Blue alert and Red Alert situation, the PCG shall submit hourly reports by Short Message Service (SMS or text message), phone or email, and a written consolidated report at the end of the day on the implementation of their quick response procedures and protocols and the status of their operations to the SOTr, through the Undersecretary for Operations, and the Secretariat.
 - v. All public information/media officers of sectoral and attached agencies and corporations shall coordinate, and course all press and media releases through the DOTr PID.
 - vi. For Red Alert situations or incidents, SOTr may convene an Emergency/Crisis Committee with the Heads of the concerned agencies as among its members, especially in cases where the assistance and support of other government agencies, the National Government or the President may be required to come up with a coordinated response plan to address the incident or situation.

B. SPECIFIC PROCEDURE

- i. In case of nationwide crisis situation, CPCG or the Command shall prescribe the appropriate alert status/ condition.
- ii. While the alert status or condition will normally be prescribed by the Commandant, PCG, in the absence of such orders, Unit Commanders shall exercise prudent judgement in declaring alert status or condition as deemed necessary and appropriate under the existing circumstances in their respective AOR and shall inform CPCG (Attn: PCGCC) of such action as soon as possible.
- iii. During the declaration of Blue Alert Status that may affect the whole PCG organization or parts thereof, Major Commands and Services, and their Sub-Units shall observe 50% manning complement. Logistical requirements of all assets and land mobilities including its POL requirement and peculiar provisions shall be filled-up in accordance with current Command policies.
- iv. Upon declaration of Red Alert Status, all PCG Units shall cancel all leaves, furloughs, passes, R&R and account all personnel to 100% manning complement. All PCG personnel to immediately report to their respective units by all means of transportation and shall stay inside the facility, ship, base and offices for 24-hour monitoring capable to respond to any emergencies. The Command Duty Officer (CDO) and Officer of the Day (OOD) shall make an accounting every four (4) hours and report to their respective Commanders which will likewise report to the CPCG (Attn: PCGCC).

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- v. In both alert levels, all Units shall render Situation Report (SITREP) every four (4) hours. Maritime incidents shall be reported as soon as possible to CPCG (Attn: PCGCC) with emphasis on the particulars of the incident and the action taken by cognizant units.
- vi. During blue and red alert status, cognizant units shall strictly observe 24-hour monitoring/listening watch using all available means of communications. Likewise, same shall monitor significant / relevant developments in respective Area of Responsibility (AOR) through the use of tri-media.
- vii. Respective Units' Public Affairs Service shall prepare press releases (Copy furnished CPCG, Attn: CGPAS) on the preparations undertaken, and in case of maritime incidents, to focus on the action taken by cognizant units with progress reports rendered as necessary until the conduct of operations is officially terminated. In all cases, the overall objective of unit and personnel vigilance and preparedness, effective capability deployment, and achieving optimum mission performance shall be of utmost consideration.
- viii. When a Low Pressure Area (LPA) or Inter-tropical Convergence Zone (ITCZ) is affecting AOR or locality, cognizant District, Station and Detachment Commanders shall ensure filled out logistical requirements and preparedness of available equipment, OPCON vessels/aircraft, vehicles and deployable response teams as per existing Command policies, procedures and guidelines.
- ix. When Public Storm Warning Signal (PSWS) Nr One (1) is raised by PAGASA within AOR, cognizant District and/or Station / Detachment Commanders shall automatically declare and implement Level 2 or Blue Alert Status or Condition. On the other hand, when PSWS Nr Two (2) and above is raised within AOR, cognizant District, Station and Detachment Commanders shall automatically declare and implement Red Alert Status. All Units shall strictly implement the Guidelines on Movement of Vessels During Heavy Weather (HPCG MC Nr. 01-09 and its amendments).
- x. Should other situations warrant, such as in the case of major maritime incidents or disasters where search and rescue and/ or oil spill response operations are essential, and or when a security incident or threat is obtaining or becomes imminent within AOR, the District, Station and Sub-Station Commanders shall likewise exercise utmost discretion in declaring and implementing the appropriate alert condition or status as may be necessary.
- xi. Effective means of communication shall be well-established during the actual conduct of operations.
- xii. Upon declaration of Blue and Red Alert Status, the uniform shall be Battle Dress Attire with PCG-issued firearm.
- xiii. CGFLEET, MEPCOM, MSSC, CGWCEISC and other Support Commands shall be proactive in providing necessary assistance to the operating units.

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- xiv. PCGCC shall closely monitor all preparations, movements, actions taken and the result/progress of operations of cognizant units relative to the implementation of the guidelines and procedures contained in this SOP, and shall submit report to CPCG (Attn: PCGCC) on the progress of Unit preparations and/ or conduct of actual operations.

7. SCOPE OF ALERT STATUS

ALERT STATUS	SCOPE OF ALERT STATUS		
	NATIONAL LEVEL	DISTRICT LEVEL	PROVINCIAL LEVEL
WHITE ALERT	Normal Situation	Normal Situation	Normal Situation
BLUE ALERT	<ul style="list-style-type: none"> • Forecast of incoming severe disasters • Civil Disturbances • Pronouncement of rocket launching from other countries that may pass the PAR • Tier 2 Oil Spills 	<ul style="list-style-type: none"> • Observance of heavy influx of passengers • Strikes, Rallies and Civil Disturbances within the AOR major port hubs • Tier 2 Oil Spills • Major mishaps with considerable loss of lives. 	<ul style="list-style-type: none"> • Observance of heavy influx of passengers • Issuance of PSWS along the AOR • Strikes, Rallies and Civil Disturbances within the AOR • Tier 2 Oil Spills in the area
RED ALERT	<ul style="list-style-type: none"> • Declaration of Martial Law and national emergencies • Massive domestic unrest in the NCR • Earthquake and its massive impact • Super Typhoon Warnings • Tier 3 Oil Spills in major economic regions • Cyber Attacks • Threat and terror attacks • Intelligence Reports on possible attacks to merchant vessels and the integrated transport network • Attacks on PCG capital ships in high tension areas 	<ul style="list-style-type: none"> • Observance of OPLAN LIGTAS BYAHE • Earthquake and Tsunami Warning in the area • Direct landfall of a Super Typhoon in the AOR • Hostage taking onboard passenger vessels • Bomb threats • Intelligence Reports on possible takeover by CTGs/PAGs on PCG facility • Intelligence Reports on possible attacks to major critical and cyber infrastructures • Major maritime incidents involving passenger vessels • Tier 3 Oil Spills • Reported spill-over of encounters with government troops against CTGs/PAGs • Reported major jail breaks 	<ul style="list-style-type: none"> • Observance of OPLAN LIGTAS BYAHE • Earthquake and Tsunami Warning in the area • Direct landfall of a Super Typhoon in the AOR • Hostage taking onboard passenger vessels • Bomb threats • Intelligence Reports on possible takeover by CTGs/PAGs on PCG facility • Major maritime incidents involving passenger vessels • Tier 3 Oil Spills • Reported spill-over of encounters with government troops against CTGs/PAGs • Reported major jail breaks

8. LIFTING/LOWERING OF ALERT STATUS

An alert status with fixed period shall be lifted automatically upon its prescription without a need for subsequent order unless extended by the issuing office. An alert status of indefinite period shall only be lifted after reaching a state of normalcy or if there is lessening of security/safety risks and shall only be lifted by an official order from issuing office.

The level of alert status may also be lowered to the next lesser degree depending on the situation on the ground subject to the recommendation of the DCCGS for Intelligence, CG-2/ DCCGS for Operations, CG-3 if such order emanates from the NHQ-PCG. The lowering of alert status in the District level shall be upon the prudent judgment of the District Commander based on the intelligence reports provided by the Coast Guard Intelligence Group in the area.

9. POST INCIDENT PROTOCOLS

A. Upon the resolution/termination of the incident or situation, all Units concerned must submit a comprehensive incident report to CPCG through DCO for onward submission to SOTr, with the following details of the incident:

- i. Name of Vessel(s) involved;
- ii. Date and time of the incident;
- iii. Place of the incident;
- iv. Weather situation;
- v. Type of public transportation vehicle involved;
- vi. Age and condition of the public transport vehicle;
- vii. Owner/Operator of the public transport vehicle;
- viii. Captain/Driver and crew onboard;
- ix. Number of passengers onboard;
- x. Probable cause of the incident;
- xi. Detailed description of how it transpired;
- xii. Detailed description of incident resolution;
- xiii. Results of inquiries/investigation conducted by the Unit concerned, if any; and
- xiv. Disciplinary measures to be imposed by the Unit concerned, if any.

B. For all incidents declared as Red Alert Status, or upon the directive of CPCG or SOTr, an assessment shall automatically be held the following morning at the Office of the Secretary, to be presided by SOTr, or in his absence, the Undersecretary for Operations. Among the matters to be discussed in the said conference are updated information about the incident, such as:

- i. The type of public transport vehicle involved;
- ii. Identity of the public transport vehicle;
- iii. The owners/operators of the vehicles/vessels/aircrafts, etc.;
- iv. The number of passengers/crew onboard;
- v. The number of facilities/ injured/rescued (passengers/bystanders), their identities and other personal circumstances;
- vi. Date and time of the incident;
- vii. Place of the incident;
- viii. Probable cause of the incident;
- ix. Detailed description of how it transpired;
- x. The emergency actions taken by the Unit concerned;

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- xi. Remedial measure, e.g. injured rescued brought to the hospital, fatalities brought to funeral parlor, families of victims given compensation;
 - xii. Preventive measures, e.g. suspension of other vehicles/vessels under the Certificate of Public Convenience pending audit/investigation; and
 - xiii. Investigation, e.g. Hearing before the Special Board of Marine Inquiry (SBMI)
- C. A DOTr press release on the incident shall be given after the post-incident conference but not later than 1400H, stating the details of the incident and the remedial and preventive measures taken and the investigation to be conducted. Prior to this, the PCG should refrain from making official statements to the media or if unavoidable, clear all statements with the DOTr PID.
- D. A Post-Incident Review/ Directive from the SOTr shall be issued after each conference, detailing the actions to be undertaken.

10. PENALTY

The faithful compliance with the provisions of this policy is directed to all Commanders. Any violations hereof shall be dealt with in accordance with the Code of Conduct and Discipline for PCG Uniformed Personnel. Furthermore, unusual incidents which occur during the height of alert status shall be considered as aggravating circumstance in the administrative aspect of the case.

11. RESCISSION


All publications prior this SOP are hereby rescinded.

12. EFFECTIVITY

This SOP takes effect upon publication.

BY COMMAND OF ADMIRAL GAVAN PCG:

OFFICIAL


JAYSIEBELL B FERRER
CDR PCG
Coast Guard Adjutant

HOSTILLO ARTURO E CORNELIO
RADM PCG
Chief of Coast Guard Staff