DEPARTMENT OF ENERGY
Republic of the Philippines

BAGONG PILIPINAS



2026 NATIONAL OIL AND GAS CONTINGENCY PLAN (NOGCP)

EXTERNAL DISRUPTIONS – International Supply Chain

VOLUME 2

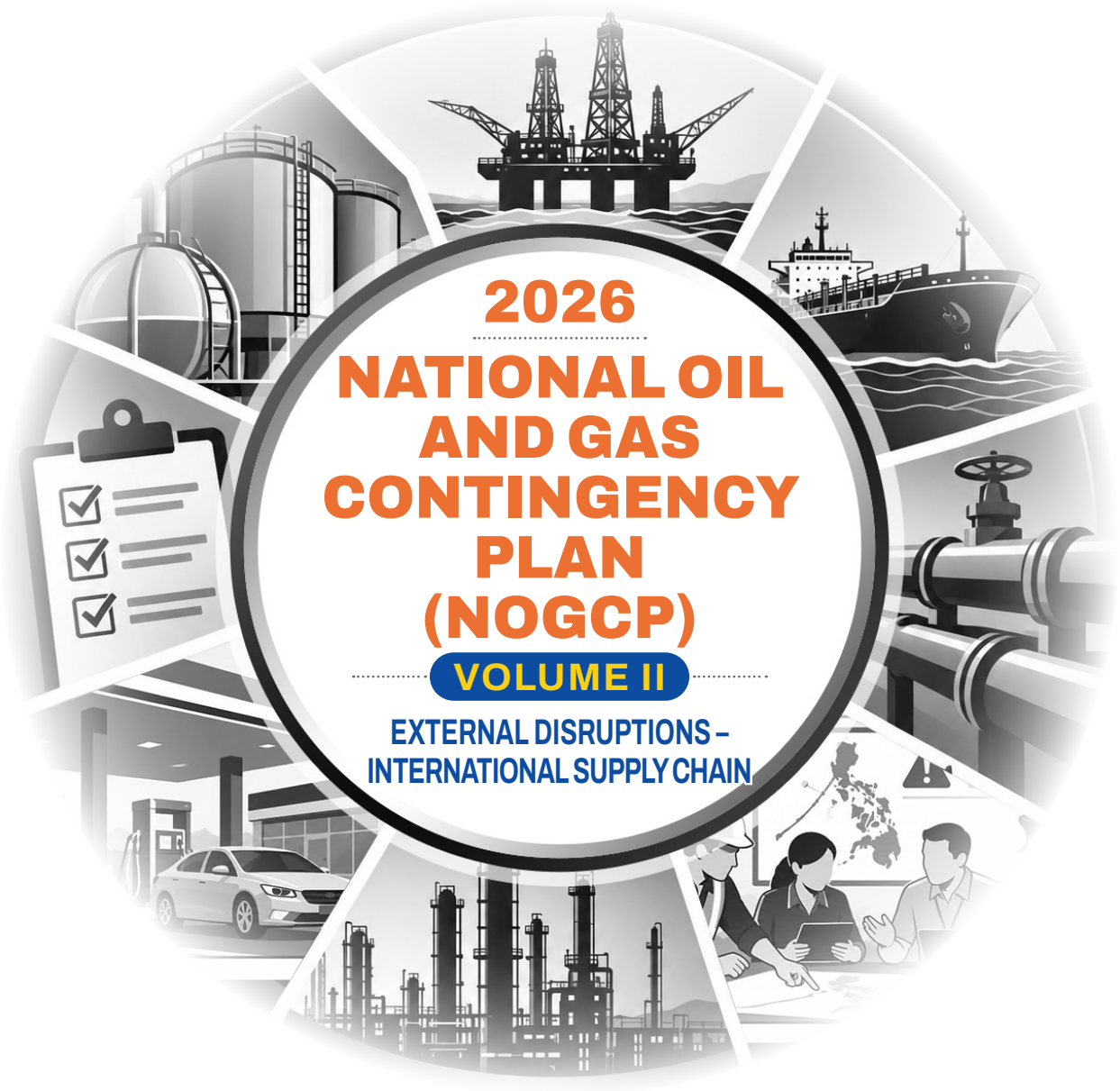
MARITIME OPERATIONS

STORAGE AND INVENTORY

PRODUCTION CONTINUITY

FUEL SUPPLY AND DISTRIBUTION

STAKEHOLDER COORDINATION



2026 NATIONAL OIL AND GAS CONTINGENCY PLAN (NOGCP)

VOLUME II

EXTERNAL DISRUPTIONS – INTERNATIONAL SUPPLY CHAIN

Department of Energy

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List of Acronyms

Acronym	Definition
AFP	Armed Forces of the Philippines
APSA	ASEAN Petroleum Security Agreement
ARC	Access, Reliability, Clean Energy
ASEAN	Association of Southeast Asian Nations
B20	Biodiesel blend of 20 percent
BARMM	Bangsamoro Autonomous Region in Muslim Mindanao
BCP	Business Continuity Plan
BFAR	Bureau of Fisheries and Aquatic Resources
BFP	Bureau of Fire Protection
BIR	Bureau of Internal Revenue
BJMP	Bureau of Jail Management and Penology
BOC	Bureau of Customs
BP	Batas Pambansa
BPO	Business Process Outsourcing
BPS	Bureau of Philippine Standards
CAAP	Civil Aviation Authority of the Philippines
CAB	Civil Aeronautics Board
CAR	Cordillera Administrative Region
CBRN	Chemical, Biological, Radiological, and Nuclear
CDO	Cease-and-Desist Order
CDRRMO	City Disaster Risk Reduction and Management Office
CME	Coconut Methyl Ester
CSWDO	City Social Welfare and Development Office
CWPO	Consumer Welfare and Promotion Office
DA	Department of Agriculture
DBCC	Development Budget Coordination Committee
DBM	Department of Budget and Management
DC	Department Circular
DE	Designated Establishment
DENR	Department of Environment and Natural Resources
DEPDev	Department of Economy, Planning, and Development
DFA	Department of Foreign Affairs
DI	Demand Index
DICT	Department of Information and Communications Technology
DILG	Department of the Interior and Local Government
DND	Department of National Defense
DOE	Department of Energy
DOF	Department of Finance
DOH	Department of Health
DOLE	Department of Labor and Employment
DOTr	Department of Transportation
DPS	Deferred Payment Scheme
DPWH	Department of Public Works and Highways

Acronym	Definition
DRRM	Disaster Risk Reduction and Management
DSWD	Department of Social Welfare and Development
DTI	Department of Trade and Industry
DU	Distribution Utility
EEC	Energy Efficiency and Conservation
EMS	Emergency Medical Services
EO	Executive Order
EPIMB	Electric Power Industry Management Bureau
EPPB	Energy Policy and Planning Bureau
ERC	Energy Regulatory Commission
ERP	Emergency Response Plan
ESEOC	Energy Sector Emergency Operations Center
ETA	Estimated Time of Arrival
EV	Electric Vehicle
FCC	Fluid Catalytic Cracking
FEM	Fuel Economy Mode
FTP	Fuel Transition Plan
FY	Fiscal Year
GEMP	Government Energy Management Program
GenCo	Generation Company
GIDA	Geographically Isolated and Disadvantaged Area
GOCC	Government-Owned or -Controlled Corporation
GPS	Global Positioning System
HAZMAT	Hazardous Materials
HNS	Hazardous and Noxious Substances
IATA	International Air Transport Association
ICT	Information and Communications Technology
IEA	International Energy Agency
IECC	Inter-Agency Energy Contingency Committee
IED	Improvised Explosive Device
IEMOP	Independent Electricity Market Operator of the Philippines
IPPCA	Independent Philippine Petroleum Companies Association
kL	Kiloliter
LFO	Luzon Field Office
LGU	Local Government Unit
LNG	Liquefied Natural Gas
LPCC	Local Price Coordinating Council
LPG	Liquefied Petroleum Gas
LRT	Light Rail Transit
LSPH	Logistics Services Philippines
LTFRB	Land Transportation Franchising and Regulatory Board
LTO	Land Transportation Office
MARINA	Maritime Industry Authority
MCDA	Multi-Criteria Decision Analysis
MCS	Monte Carlo Simulation
MDRRMO	Municipal Disaster Risk Reduction and Management Office

Acronym	Definition
MDS	Mobile Dispensing System
ME	Middle East
MEDP	Missionary Electrification Development Plan
MERALCO	Manila Electric Company
MFO	Mindanao Field Office
MGSP	Microgrid System Provider
MIMAROPA	Mindoro, Marinduque, Romblon, and Palawan (Region IV-B)
MIR	Minimum Inventory Requirement
MMDA	Metropolitan Manila Development Authority
MRT	Metro Rail Transit
MSWDO	Municipal Social Welfare and Development Office
NAIA	Ninoy Aquino International Airport
NCMC	National Crisis Management Committee
NCP-OHNS	National Contingency Plan for Oil and Hazardous and Noxious Substances
NCR	National Capital Region
NDRRMC	National Disaster Risk Reduction and Management Council
NDRRMOC	National Disaster Risk Reduction and Management Operations Center
NEA	National Electrification Administration
NFRI	National Fuel Risk Index
NGCP	National Grid Corporation of the Philippines
NGO	Non-Government Organization
NIA	National Irrigation Administration
NICA	National Intelligence Coordinating Agency
NIR	Negros Island Region
NMIS	National Meat Inspection Service
NOCOP	National Operations Center for Oil Pollution
NOGCP	National Oil and Gas Contingency Plan
NPC	National Power Corporation
NPC-SPUG	National Power Corporation – Small Power Utilities Group
NPP	New Power Provider
NSA	National Security Adviser
NSC	National Security Council
OCD	Office of Civil Defense
OECD	Organisation for Economic Co-operation and Development
OFW	Overseas Filipino Worker
OIMB	Oil Industry Management Bureau
OP	Office of the President
OR/CR	Official Receipt / Certificate of Registration
PAFFP	Presidential Assistance for Farmers and Fisherfolk Program
PAGASA	Philippine Atmospheric, Geophysical and Astronomical Services Administration
PAO	Public Affairs Office
PCG	Philippine Coast Guard
PCO	Presidential Communications Office
PDNA	Post-Disaster Needs Assessment
PDP	Philippine Development Plan
PDRF	Philippine Disaster Resilience Foundation

Acronym	Definition
PEMC	Philippine Electricity Market Corporation
PEP	Philippine Energy Plan
PFDA	Philippine Fisheries Development Authority
PFRD	Policy Formulation and Research Division
PHIVOLCS	Philippine Institute of Volcanology and Seismology
PIP	Philippine Institute of Petroleum; Public Investment Program
PIPPA	Philippine Independent Power Producers Association
PLAR	Primary Lead Agency Responsible
PNOC	Philippine National Oil Company
PNOC-EC	PNOC Exploration Corporation
PNP	Philippine National Police
PPA	Philippine Ports Authority
PRI	Price Risk Index
PS	Price Increase (Price Stress indicator, Annex B); Personnel Services (Annex D)
PSALM	Power Sector Assets and Liabilities Management Corporation
PSPR	Philippine Strategic Petroleum Reserve
PV	Photovoltaic
QR	Quick Response (code)
R&D	Research and Development
RA	Republic Act
REOC	Regional Emergency Operations Center
RO	Responsible Official
RoRo	Roll-On/Roll-Off
RSBSA	Registry System for Basic Sectors in Agriculture
SCADA	Supervisory Control and Data Acquisition
SCLC	Supply Chain & Logistics Center
SMS	Short Message Service
SPSD	Strategic Petroleum Supply Distribution
SPUG	Small Power Utilities Group
SRI	Supply Risk Index
SSA	Strategic Stock Adequacy
TFER	Task Force on Energy Resiliency
TNVS	Transport Network Vehicle Service
TPSP	Total Petroleum Supply Position
TransCo	National Transmission Corporation
TRB	Toll Regulatory Board
TRIP	Three-Year Rolling Infrastructure Program
TWG	Technical Working Group
UCME	Universal Charge for Missionary Electrification
VD	Verified Disruption
VFO	Visayas Field Office
WFH	Work-From-Home

List of Measurements and Units

Measurement / Unit	Meaning	Use in the NOGCP
kl	kiloliter	Petroleum inventory and fuel volumes.
kl/d	kiloliters per day	Daily gasoline/diesel demand and demand-reduction calculations.
L	liter	Retail fuel quantities and liquid-fuel measurements.
kg	kilogram	Mass measurement, including LPG cylinder quantities.
kWh	kilowatt-hour	Electricity consumption and electricity-substitution measures.
MW	megawatt	Power generation capacity where applicable.
barrel / barrels	barrel(s)	Petroleum volume measurement, particularly crude oil and global oil supply references.
% / percent	percentage	Price changes, allocations, demand reductions, blend levels, and other ratios.
₱	Philippine peso	Monetary values and price-related measures.
days	day(s)	Supply cover, inventory levels, replenishment periods, and response periods.
hours	hour(s)	Emergency timelines, response periods, and projected disruptions.
minutes	minute(s)	Operational timelines and response requirements.
weeks	week(s)	Supply delays, disruption periods, and recovery periods.
months	month(s)	Longer recovery and supply/contract adjustment periods.
calendar days	calendar day(s)	Cumulative price movements or other time-bound measures.
days of supply / days of cover	days	Core petroleum supply-adequacy measure.
days of inventory	days	Inventory/supply indicator used in the NFRI and alert-level framework.
price per liter	₱/L	Retail pump-price measurement.
metric tonne / tonne	tonne	Mass-based commodity quantities where used.
nautical/marine distance	distance	Maritime supply-route assessment and mapped route information.

Message from the Secretary

For the first time in over twenty years, the Department of Energy publishes the National Oil and Gas Contingency Plan (NOGCP): the country's fuel supply and demand management framework. Anchored on the country's pursuit of energy security, the NOGCP establishes a rules-based and data-driven system for responding to fuel emergencies of varying scale and severity.

In February 2026, the conflict in the Middle East severely disrupted the movement of oil through the Strait of Hormuz, one of the world's most critical energy corridors. The effects reached far beyond the region. For the Philippines, a country heavily dependent on imported petroleum, the crisis brought into sharper focus the vulnerabilities inherent in a global supply chain on which the economy and the daily lives of millions of Filipinos depend.

Since the onset of the conflict, the Department of Energy has responded across many fronts: actively monitoring global oil market developments, prices, domestic inventories, and incoming shipments; securing and diversifying oil supply; pursuing a whole-of-nation approach through coordination across national agencies, local governments, law enforcement, and industries; and implementing measures to protect consumers and keep essential services operational.

As a nation dependent on imported oil, developments thousands of kilometers away can affect the availability and price of fuel at home. The Philippines cannot always prevent global disruptions from reaching its people, but it can strengthen its capacity to anticipate these risks, manage their effects, and reduce its vulnerability over time.

Energy security must be pursued on two fronts: preparedness for the disruptions of today, and greater energy independence for the future. The NOGCP works alongside the Fuel Transition Plan (FTP) in advancing these objectives. While the FTP charts the country's longer-term path toward reducing dependence on imported oil, the NOGCP strengthens the Philippines' ability to manage the risks the country faces today.

The 2026 NOGCP carries these lessons forward. Drawing insights from the 2002 NOGCP, this edition brings together decades of institutional knowledge and lessons forged through crisis response into an enduring national framework. It strengthens the country's capacity to secure fuel supply, manage periods of severe disruption, protect essential services and sectors, and coordinate decisive action across government and industry when it is needed most.



At the core of the NOGCP is a commitment to public welfare and safety, including the protection of uninterrupted critical and life-sustaining services within communities. Just as importantly, the NOGCP seeks to protect consumers from panic buying, hoarding, profiteering, and misinformation that could amplify these behaviors. Clear, accurate, and responsible official communication with the public and across sectors is therefore an essential part of crisis management. Amid any fuel disruption, public confidence and understanding are as vital as supply itself.

Message from the Secretary

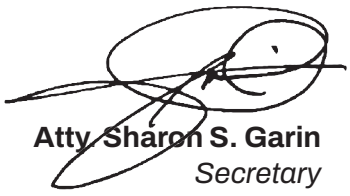
No single agency can carry this responsibility alone. Through the Task Force on Energy Resiliency, the NOGCP brings together national government agencies, local government units, security forces, the oil industry, the private sector, civil society, and other partners, each with defined responsibilities before, during, and after an energy emergency.

I call on every stakeholder to treat the NOGCP as a living document: to regularly exercise its protocols, strengthen coordination, and continuously improve it so that our systems work when they matter most. I commend the public servants and partners who worked tirelessly to bring the NOGCP from experience into policy. Their work has preserved the lessons of a consequential period in the country's energy history and transformed them into institutional knowledge from which succeeding generations of energy leaders can learn and build.

Under the directive of President Ferdinand R. Marcos Jr., the Philippines continues to pursue greater energy security and energy independence—strengthening the resources, systems, and institutions that allow the country to chart its own course even as the world around it changes. The NOGCP is an important part of that work, carrying forward what the country has learned and ensuring that those lessons are ready to guide the decisions of tomorrow.

Energy security ultimately serves a larger purpose: giving Filipinos the foundation to live, work, move, and build their futures. It means energy that enables hospitals and schools to serve their communities, farmers to bring their harvest to market, motorists and commuters to reach their destinations, and families to go about their daily lives with confidence.

This is the energy future the Department of Energy is working toward: secure in times of uncertainty, increasingly powered by resources of our own, and equipped to support the aspirations of the Filipino people. Together, we strengthen the foundations of an energy-secure and resilient ***Bagong Pilipinas***.



Atty. Sharon S. Garin
Secretary
Department of Energy

Overview

The 2026 National Oil and Gas Contingency Plan (NOGCP) sets out how the Department of Energy (DOE), together with national government agencies, local government units (LGUs), and the downstream oil industry, will detect, respond to, and recover from disruptions to the country's supply of petroleum and petroleum products. It operationalizes the energy security and reliability pillar of the Philippine Energy Plan (PEP) 2023–2050 and is consistent with Chapters 3, 12, and 15 of the Philippine Development Plan (PDP) 2023–2028.

The Philippines imports virtually all of its crude oil and a significant portion of its refined products. Events far beyond the country's borders, such as conflict near maritime chokepoints, sanctions on exporting countries, tanker shortages, or the shutdown of major foreign refineries, can therefore translate quickly into domestic shortages and price spikes. The Plan treats a large-scale fuel disruption not merely as a sectoral supply concern, but as a potential national security contingency when it threatens public order, the continuity of critical services, price stability, food and transport systems, or public confidence in government.

Scope of this Volume

The NOGCP classifies hazards to the oil and gas supply chain into three categories: **(A) External Disruptions** arising from international supply chain events; **(B) Internal Human-Induced Disruptions** such as industrial accidents, sabotage, illegal tapping, fuel adulteration, logistics breakdowns, and cyberattacks; and **(C) Natural Hazard-Induced Disruptions** such as typhoons, floods, earthquakes, and volcanic eruptions.

This Volume profiles all three categories but sets out response arrangements for **Category A: External Disruptions – International Supply Chain** only. Response arrangements for Categories B and C shall be set out in a supplemental publication. The framework applies to all petroleum products (gasoline, diesel, kerosene, jet fuel, and LPG where applicable), all industry participants (refiners, importers, distributors, and retailers), and all fuel-consuming sectors, public and private.

Legal and Policy Basis

The Plan is anchored on Republic Act (RA) 8479 (Downstream Oil Industry Deregulation Act of 1998); RA 7581, as amended (the Price Act); RA 11285 (Energy Efficiency and Conservation Act); the DOE Circulars DC2018-01-0001 and DC2022-06-0028 creating and expanding the Task Force on Energy Resiliency (TFER); other applicable DOE Department Circulars; and, where applicable, the emergency powers of the President under Article VI, Section 23(2) of the 1987 Constitution.

Organization of the Document

- **Part I – Hazards, Vulnerabilities, and Risks** profiles the three hazard categories and their potential impacts on supply.
- **Part II – NOGCP Response Arrangement Framework** sets out the policy statement, objectives, crisis typology, the National Fuel Risk Index (NFRI) trigger mechanism, the three Alert Levels, the Strategic Petroleum Supply Distribution (SPSD) guidelines, command and control, and emergency communication.
- **Annexes A to G** provide the detailed measures and demand-reduction modelling per Alert Level (A), the NFRI methodology and dashboards (B), the optimized 50-35-15 oil supplier portfolio (C), essential government workforce estimates (D), guidelines on fuel retail station monitoring and inspection (E), the list of basic necessities and prime commodities (F), and the DOE messaging guide and emergency communication framework (G.1 and G.2).

Executive Summary

The 2026 NOGCP replaces discretionary, case-by-case crisis response with a **rules-based, data-driven system**. Weekly monitoring feeds a single risk index; the index maps to three Alert Levels; each Alert Level activates a pre-defined package of supply, price, and demand measures; and at the most severe level, remaining fuel is allocated by priority to keep life-sustaining services running. The DOE serves as the Primary Lead Agency Responsible (PLAR) for threats to energy and oil supply, coordinating with the National Security Council, the National Disaster Risk Reduction and Management Council (NDRRMC), and other agencies when thresholds of national consequence are reached.

1. The Risk

Closure of or conflict near critical chokepoints such as the Strait of Hormuz and the Strait of Malacca could delay imports by one to four weeks, disrupt up to a fifth of global oil trade, and trigger sharp price spikes. Tensions in the West Philippine Sea could compromise tanker routing, raise insurance and security costs, and threaten offshore gas operations such as Malampaya. Sanctions, global tanker shortages, foreign refinery shutdowns, and piracy add further exposure, with rural and island communities most vulnerable to LPG and diesel shortfalls.

The Plan distinguishes three crisis types, since each calls for a different response: **supply-driven** crises (a sustained physical reduction in supply), **market-driven** crises (price spikes and panic buying even while supply remains available), and **compound** crises in which the two reinforce each other and accelerate inventory depletion.

2. Early Warning: The National Fuel Risk Index

The NFRI is the primary trigger mechanism. It is assessed weekly across three dimensions: **Supply Conditions**, anchored on the Total Petroleum Supply Position (TPSP), i.e., the Minimum Inventory Requirement (MIR) plus confirmed in-transit imports, expressed in days of cover; **Price Stress**, measured against the pre-disruption baseline pump price; and **Demand Behavior**, a flag combining field-validated reports of hoarding or panic buying with price volatility and regional price spread signals. Supply is the primary axis of escalation; behavioral stress accelerates it; price stress alone can raise the alert only to Level 1. Strategic stock adequacy breaches and verified disruptions prompt immediate emergency-level review.

The DOE provides the supply and price data through its weekly monitoring, while the LGUs and other agencies report demand-side observations. The NFRI is a decision-support tool: its weekly bulletin recommends an Alert Level for review, and the DOE makes the formal determination.

3. Three Graduated Alert Levels

Once an Emergency Condition is determined, the response escalates through three Alert Levels, each intensifying controls from monitoring, to restriction, to allocation, to centralized command. Upon Alert Level 2, the DOE notifies the National Security Adviser (NSA)/National Security Council (NSC) and the Presidential Situation Room through a formal Energy Security Advisory. Upon Alert Level 3, the DOE recommends convening the Inter-Agency Energy Contingency Committee (IECC) and/or elevation to the national crisis management mechanism.

Summary of NOGCP Alert Levels

Alert Level	Primary Trigger	Key Response Measures	Demand Management (Fuel Economy Mode/FEM)	SPSD
Normal Condition	MIR met or exceeded	Standard regulatory oversight under RA 8479 and existing DOE Circulars	None	Not activated
Alert Level 1 Precautionary Phase	**Price:** average pump price up 20–30 percent within one week, or cumulatively within 30 days; supply still above MIR	Intensified inventory and price monitoring; industry engaged to stagger price adjustments; unbundling of price components; Price Monitoring Teams and consumer complaint platform; anti-hoarding enforcement	**FEM Light:** voluntary energy efficiency and conservation measures, media campaign against panic buying	Not activated; monitoring only
Alert Level 2 Restriction Phase	**Supply:** TPSP below 45 days, with replenishment not guaranteed	Alternative import sources; PNOC emergency procurement; diplomatic channels for preferential supply; DOE-prescribed allowable price adjustments; assistance to critical sectors	**FEM Mandatory:** at least 35 percent demand reduction, including mandatory work-from-home (WFH) for non-essential national government staff, transport controls, higher biofuel blends	Early-stage controlled allocation
Alert Level 3 Emergency Energy Response Phase	**Supply:** TPSP below 30 days, with replenishment not guaranteed	Emergency powers as authorized by Congress; National State of Emergency and/or Calamity; government-to-government procurement; government direction of downstream operations; economic and fiscal relief	**FEM Strict:** at least 70 percent demand reduction, including a National Energy Lockdown and 100 percent WFH for non-essential government personnel	Full activation; centralized distribution

Source: Part II, Sections E and F, and Annex A. Price stress is not an independent trigger at Alert Levels 2 and 3.

De-escalation is equally rules-based. Alert Levels step down **one level at a time**, only after the NFRI composite improves, at least two of the three core dimensions show sustained improvement, a hold period confirms the trend, and no override conditions remain. Protection of critical sectors and monitoring continue as other controls are eased, and the DOE may delay, suspend, or reverse a downgrade if risks re-emerge.

4. Protecting Critical Sectors: Strategic Petroleum Supply Distribution

The SPSD is the government's primary mechanism for prioritizing fuel distribution in a severe shortage. It is fully activated at Alert Level 3 and may also be warranted by sustained retail station outages or widespread panic buying. Allocation follows four tiers:

- **Tier 1 – Critical:** hospitals and health services, emergency responders, critical utilities (power, water, telecommunications, oil and gas), and the essential government workforce receive 100 percent allocation through government-directed controlled distribution points.

- **Tier 2 – High Priority:** public transport, food supply chains, agriculture and fisheries, logistics, ports, financial services, and waste management receive fuel through a fleet-based entitlement system.
- **Tier 3 – Semi-Essential:** non-essential government operations, construction, non-food manufacturing, and commerce receive limited allocations through digital fuel passes with volume quotas.
- **Tier 4 – Non-Essential:** private vehicles, tourism, recreation, and education have conditional access by permit.

If cover falls toward critically low levels (e.g., below 25 days), the SPSD shifts to "emergency survival mode," concentrating remaining supply on Tier 1 and sharply curtailing non-essential use. Allocations are temporary ceilings, not vested entitlements; misuse, diversion, or hoarding is subject to sanctions under RA 8479 and RA 7581. Implementation will rely on a **QR-code-based Fuel Entitlement Platform** shall be developed by the DOE with the Department of Information and Communications Technology (DICT), integrated with Land Transportation Office (LTO) and Land Transportation Franchising and Regulatory Board (LTFRB) records, tested in peacetime, and backed by manual verification if systems fail. A technical working group will maintain a pre-validated registry of Tier 1 and Tier 2 entities.

5. What the Demand Measures Can Deliver

Annex A models the demand-side measures against a baseline demand of about 55,843 thousand liter/day (kl/d) of gasoline and diesel. At Alert Level 2, the measures deliver about 20,433 kl/d, or 105 percent of the 35 percent reduction target, driven mainly by a 50 percent transport-sector reduction; diesel falls slightly short at 97 percent. At Alert Level 3, the measures deliver about 31,438 kl/d, or **80 percent of the 70 percent target**, leaving a residual gap of roughly 7,652 kl/d to be closed through measures in industry, agriculture, services, and households, and additional supply-side action.

6. Reducing Structural Exposure

Beyond crisis response, Annex C presents an optimized **50-35-15 supplier portfolio**: 50 percent from high-resilience strategic suppliers, 35 percent from tactical suppliers that provide diversification and flexibility, and a capped 15 percent from suppliers with high chokepoint or geopolitical risk. The portfolio is expected to reduce reliance on the Middle East by over 60 percent without compromising economic viability and to insulate the country from Hormuz and Bab-el-Mandeb disruption scenarios.

7. Command, Control, and Communication

The **TFER** is automatically activated upon declaration of any Alert Level. It is chaired by the Secretary of Energy or a designated Undersecretary, with the Energy Policy and Planning Bureau as Head Secretariat and operates through a Task Group on Oil and Gas (led by the Oil Industry Management Bureau/OIMB) and a Task Group on Power (led by Electric Power Industry Management Bureau/ EPIMB). The DOE Energy Sector Emergency Operations Center in Taguig serves as the command hub, with the Luzon, Visayas, and Mindanao Field Offices as alternate sites. The TFER coordinates with the NDRRMC Logistics and Response Clusters, while the Office of the President exercises emergency authorities at Alert Level 3. The Plan assigns specific roles to more than 20 agencies, from Department of Agriculture (DA), Bureau of Fisheries and Aquatic Resources (BFAR), and National Irrigation Administration (NIA) on food security, to Department of Foreign Affairs (DFA) on diplomatic supply access and ASEAN mechanisms, to Department of the Interior and Local Government (DILG), Philippine National Police (PNP), Bureau of Fire Protection (BFP), and Armed Forces of the Philippines (AFP) on enforcement and security.

Public communication is centralized under the DOE in coordination with the Presidential Communications Office (PCO), Department of Trade and Industry (DTI), DILG, NDRRMC, PNP, and AFP, with the aim of preventing panic buying, hoarding, and misinformation. Operational reports are required every six hours in the 48 hours before an SPSD announcement, every eight hours for the first 21 days of activation, and daily thereafter.

8. Readiness Priorities

The Plan's effectiveness depends on preparations made before a crisis. Priority actions include:

- developing, security-testing, and drilling the Fuel Entitlement Platform, and populating the Tier 1 and Tier 2 registry;
- institutionalizing weekly NFRI monitoring and data reporting by the DOE, LGUs, and industry, including reporting of vacant storage capacity;
- designating permanent and alternate NOGCP representatives across all concerned agencies and stakeholders;
- identifying additional demand and supply measures to close the modelled Alert Level 3 gap;
- advancing supplier diversification in line with the 50-35-15 portfolio; and
- completing the supplemental publication on response arrangements for Category B and Category C hazards.

I. Hazards, Vulnerabilities, and Risks of the Philippine Oil and Gas Supply Chain

The oil and gas supply chain plays a vital role in our country's energy security and economic stability. However, it faces significant vulnerabilities and risks from a variety of natural and human-induced hazards. Understanding and mitigating these risks is essential for safeguarding the nation's energy security and ensuring uninterrupted supply to meet the demands of our growing economy.

The assessment of hazards, vulnerabilities, and risks shall adopt a multi-hazard, science-based, and risk-informed approach, integrating hazard forecasts, exposure and vulnerability information, critical infrastructure characteristics, spatial dependencies, cascading effects, and climate-related risks. Where applicable, authoritative hazard and forecast information from competent national agencies shall be incorporated into supply-chain risk assessment and operational decision-making.

The document covers three broad hazard categories: **(A) External Disruptions originating from international supply chain events; (B) Internal Human-Induced Disruptions from incidents within the Philippines;** and **(C) Natural-Induced Disruptions from geophysical and meteorological hazards**. For each hazard, the matrix presents potential impacts on oil supply and prescribes response actions across three graduated Alert Levels.

CATEGORY A: External Disruptions — International Supply Chain

Events and conditions outside the Philippines that affect the import, transportation, and pricing of crude oil and petroleum products. The Philippines imports virtually all of its crude oil and a significant portion of refined products from foreign sources, making external disruptions a primary energy security risk. Key external vulnerabilities include strategic maritime chokepoints (e.g., Strait of Hormuz, Strait of Malacca, West Philippine Sea), geopolitical conflicts in oil-producing regions, and global shipping disruptions.

Table 1. External Disruptions Hazard Category

HAZARD CATEGORY	DISRUPTION TYPE / SCENARIO	POTENTIAL IMPACT ON OIL SUPPLY
A) External 1	**Closure or Armed Conflict — Strait of Hormuz**	• ~20 percent of global oil trade disrupted, approximately 97 percent of the country's total crude oil imports and 1.4 percent of its total petroleum product imports originate from the Middle East and would be affected in the event of a closure of the Strait of Hormuz; Middle East imports delayed 2–4 weeks • Spot market price spike of 20–50 percent; tanker rerouting via Cape of Good Hope adds freight costs • Potential gap in crude supply to Petron Bataan refinery; fuel product shortages within 3–4 weeks
A) External 2	**Shipping Disruption — Strait of Malacca**	• Critical chokepoint, a closure of the Strait of Malacca could affect approximately 97 percent of the country's crude oil imports and 1.4 percent of its petroleum product imports, both of which originate from the Middle East; • Tanker delays of 1–2 weeks; freight costs increase 15–30 percent due to mandatory rerouting • Cascading shortfall in petroleum product imports; risk of fuel price spikes within 2 weeks

HAZARD CATEGORY	DISRUPTION TYPE / SCENARIO	POTENTIAL IMPACT ON OIL SUPPLY
A) External 3	**Maritime Tensions — West Philippine Sea Trade Routes**	• Disruption to tanker routing to Palawan, Visayas, and Mindanao; elevated insurance premiums • Risk to Malampaya gas supply operations offshore Palawan; potential forced platform shutdown • Increased operational costs for fuel tankers; possible naval escort requirements add delays • Interruption or Restriction of Liquefied Natural Gas (LNG) Supply Vessels/Tankers delivering to local LNG Import Terminals, causing fuel scarcity for LNG Power Plants and subsequent power grid supply shortfalls. • "Cross-Strait Conflict (Taiwan Contingency)" with impacts such as closure of sea lanes north of Luzon, disruption of shipping through the Luzon Strait, delays in petroleum imports, increased insurance premiums, diversion of tankers, possible refugee influx, and heightened military activity affecting fuel logistics.
A) External 4	**International Sanctions on Oil-Exporting Countries**	• Loss of supply from sanctioned country; Philippine oil companies must renegotiate within 30–90 days • Market price volatility of 10–30 percent; potential secondary sanctions risk for Philippine importers • Reduced global oil supply availability; spot market competition intensifies
A) External 5	**Global Tanker Shortages or Shipping Disruptions**	• Significant delays of 1–3 weeks in oil deliveries; increased shipping costs of 20–40 percent • Supply gaps at major terminals; cascading downstream shortage at gas stations within 10–15 days • LPG and diesel shortages most acutely felt in rural areas and island communities
A) External 6	**International Refinery Shutdowns (Major Refining Hubs)**	• Reduction in global refined product availability (gasoline, diesel, jet fuel, LPG) • Domestic refinery at Petron Bataan faces crude processing pressure; product import shortfall
A) External 7	**Maritime Piracy or Tanker Attacks on Fuel Vessels**	• Loss or damage to tanker cargo; crew safety emergency; potential oil spill at sea • Increased maritime insurance premiums (protection and indemnity club surcharges); tanker operators may decline routes • Rerouting of fuel tankers from affected sea lanes causes supply delays of 1–2 weeks • Potential marine pollution incidents resulting from tanker accidents, vessel collisions, sabotage, grounding, or terminal damage shall be managed in accordance with the National Contingency Plan for Oil and Hazardous and Noxious Substances (NCP-OHNS).

CATEGORY B: Internal Human-Induced Disruptions

Incidents caused by human activity within the Philippines that directly damage or disrupt oil supply infrastructure, fuel distribution networks, or product integrity. These include industrial accidents (fires, explosions, refinery failures), deliberate acts of sabotage or terrorism, criminal activities (illegal tapping, fuel adulteration), labor or logistics disruptions, and cyber threats to energy management systems.

Table 2. Internal Human-Induced Disruptions Hazard Category

HAZARD CATEGORY	DISRUPTION TYPE / SCENARIO	POTENTIAL IMPACT ON OIL SUPPLY
B) Internal Human 1	**Fire or Explosion at Oil Depots / Storage Terminals**	• Direct loss of stored fuel reserves; potential multi-week recovery of terminal operations • Community evacuation and civilian safety emergency; risk of secondary explosions • Regional supply disruption; disruption to downstream fuel distribution network
B) Internal Human 2	**Refinery Accidents or Industrial Shutdowns**	• Reduction in domestic refined product output; gasoline, diesel, and LPG shortfall within 7–14 days • Increased reliance on product imports; spot market price pressure • Extended outage if major equipment (distillation units, FCC) is damaged; 4–12-week recovery
B) Internal Human 3	**LNG Terminal Incidents or LNG Spill**	• Disruption to gas supply for gas-fired power plants; potential load shedding within 24–48 hours • Evacuation of communities within the blast/spill radius; environmental contamination risk • Long-term LNG supply gap if terminal is severely damaged; power generation fuel switch required
B) Internal Human 4	**Oil Tanker Truck Accidents (Road Spills / Fuel Loss)**	• Road closure and localized fuel supply disruption to affected distribution points • Environmental contamination of soil and waterways; community health risk • Traffic disruption delays subsequent fuel deliveries across affected corridor
B) Internal Human 5	**Pipeline Sabotage or Illegal Tapping (Poso Negro)**	• Fuel supply disruption along pipeline corridor; significant product loss and revenue leakage • Environmental contamination from fuel seepage; public safety hazard from fire or explosion risk • Extended supply disruption if pipeline requires major repair (1–3 weeks)
B) Internal Human 6	**Terrorist Attacks on Energy Infrastructure**	• Physical destruction of critical fuel depots, refineries, or pipeline corridors • Cascading supply disruption across affected region; psychological impact on energy sector confidence • Potential mass casualties; extended recovery period of weeks to months for major facilities • Terrorist tactics such as drone attacks, insider threats, vehicle-borne IEDs, sabotage of substations, coordinated attacks on multiple depots, and attacks during fuel distribution.
B) Internal Human 7	**Cyberattacks on Fuel Distribution Systems**	• Disruption to automated fuel ordering, inventory tracking, and distribution systems • Inability to process payments at fuel stations; fuel pricing and allocation data compromised • Manual operations slow throughput; potential downstream shortage within 48–72 hours • Ransomware, GPS spoofing, SCADA compromise, cloud outages, and supply-chain attacks on third-party service providers.

HAZARD CATEGORY	DISRUPTION TYPE / SCENARIO	POTENTIAL IMPACT ON OIL SUPPLY
B) Internal Human 8	**Fuel Supply Chain Disruptions (Strikes, Port Closures, Logistics Breakdown)**	• Disruption to fuel delivery schedules; localized gas station shortages within 3–5 days • Transport sector paralysis; cascading impact on food supply chain and commerce • Port closure prevents tanker unloading; depot inventories draw down rapidly • Extended Disruption on Off-Grid and Small Power Utilities Group (SPUG) Power Plants, Leading to Imminent Rotating Blackouts in Missionary Electrification Areas.
B) Internal Human 9	**Fuel Contamination or Adulteration**	• Engine damage to vehicles; public health risk if toxic contaminants are present • Loss of consumer and market confidence; commercial loss to affected oil company • Regulatory sanctions; potential recall of large product volumes across distribution chain

CATEGORY C: Natural Hazard-Induced Disruptions

Natural hazard triggers shall be linked directly to authoritative forecasts, warnings, hazard maps, monitoring systems, and scenario information issued by competent national agencies (PAGASA and PHIVOLCS). These warnings shall be translated into operational impact assessments for identified oil and gas assets and supply routes.

Natural hazard events that damage or disrupt oil supply infrastructure, transportation routes, and fuel distribution systems. The Philippines is among the world's most hazard-exposed countries – situated in the Pacific Ring of Fire and the Western Pacific typhoon belt. Major natural hazards affecting the energy sector include super typhoons, flooding, earthquakes, volcanic eruptions, storm surges, landslides, and tsunamis.

Table 3. Natural-Induced Disruptions Hazard Category

HAZARD CATEGORY	DISRUPTION TYPE / SCENARIO	POTENTIAL IMPACT ON OIL SUPPLY
C) Natural 1	**Super Typhoons Damaging Fuel Depots, Thunderstorms, Lightning Strikes, Ports, and Pipelines**	• Physical damage to coastal fuel terminals, piers, and storage tanks; structural failures from sustained winds • Port closures preventing tanker berthing and cargo unloading; supply disruption for 1–4 weeks • Pipeline ruptures from storm damage; road network disruption blocks land fuel distribution
C) Natural 2	**Flooding Affecting Fuel Storage and Distribution Facilities**	• Inundation of fuel depots and underground storage tanks; risk of product contamination • Road impassability blocks tanker truck deliveries; supply disruption in flood-prone areas • Emergency generator fuel reserves depleted rapidly in flooded hospitals and infrastructure
C) Natural 3	**Earthquakes Damaging Refineries, Depots, Pipelines, and Ports**	• Structural damage to fuel infrastructure; pipeline ruptures and fuel leakage with fire risk • Port pier damage prevents tanker berthing; refinery operational halt pending safety inspection • Extended recovery period of 4–12 weeks for major facility damage; cascading fuel shortages

HAZARD CATEGORY	DISRUPTION TYPE / SCENARIO	POTENTIAL IMPACT ON OIL SUPPLY
C) Natural 4	**Volcanic Eruptions Disrupting Port Operations and Logistics**	• Ashfall disrupts port operations; engine damage to tankers and fuel trucks from ash ingestion • Restricted visibility and road closures from ashfall disrupt fuel distribution logistics • Evacuation of communities near energy facilities in volcanic danger zones (Taal, Mayon, Kanlaon)
C) Natural 5	**Storm Surges Damaging Coastal Oil Storage Terminals**	• Inundation and structural damage to coastal fuel terminals from surge wave inundation • Fuel spills into marine environment from damaged tanks; risk of fire from saltwater intrusion into electrical systems • Extended terminal downtime (2–6 weeks) if structural repairs are required
C) Natural 6	**Landslides Disrupting Fuel Transport Routes**	• Road blockages preventing tanker truck delivery to mountainous and inland communities • Isolation of upland municipalities from regular fuel supply for days to weeks • Pipeline corridors in upland areas vulnerable to damage from slope movement
C) Natural 7	**Tsunamis Affecting Coastal Energy Infrastructure**	• Severe physical damage to coastal fuel terminals, loading jetties, and marine pipelines from inundation wave • Fuel spills and environmental contamination of coastal marine areas; fire and explosion risk • Potential loss of personnel at coastal energy facilities; extended infrastructure downtime
C) Natural 8	**Extreme Heat Events Affecting Refinery and Storage Operations**	• Increased fuel volatility and vapor pressure in storage tanks raises fire and explosion risk • Overloaded cooling systems at refineries may cause unplanned shutdowns or throughput reduction • Worker heat stress hazards; equipment thermal stress reduces operational efficiency

The 2026 NOGCP focuses on response arrangements for Category A: External Disruptions arising from international supply chain events. Response arrangements for Category B: Internal Human-Induced Disruptions occurring within the Philippines and Category C: Natural-Induced Disruptions arising from geophysical and meteorological hazards shall be set out in a supplemental publication.

II. NOGCP Response Arrangement Framework

CATEGORY A: EXTERNAL DISRUPTIONS – International Supply Chain

The Category A hazards outline external, internationally driven risks that pose significant threats to the Philippines' oil and gas supply chain due to the country's near total dependence on imported crude oil and petroleum products. These risks primarily arise from geopolitical conflicts, international shipping chokepoints, and global market disruptions, any of which can rapidly translate into domestic supply shortages and price volatility.

Key vulnerabilities include potential closure or conflict in critical maritime chokepoints such as the Strait of Hormuz and Strait of Malacca, which could delay imports by one to four weeks, disrupt up to a fifth of global oil trade, and trigger sharp international price spikes. Such disruptions would directly affect crude supply to the Philippine refinery and downstream fuel availability nationwide.

The framework also highlights risks from maritime tensions in the West Philippine Sea, which could compromise tanker routing, raise insurance and security costs, and threaten offshore gas operations such as Malampaya, potentially forcing production shutdowns.

In addition, international sanctions on oil-exporting countries, global tanker shortages, and shutdowns of major foreign refineries can reduce global supply availability, intensify competition on the spot market, and raise freight and procurement costs. These developments may result in cascading shortages at domestic terminals and retail outlets, with rural and island communities particularly exposed to LPG and diesel shortfalls.

Finally, maritime piracy or attacks on fuel vessels present acute security and safety risks, potentially causing cargo losses, environmental incidents, higher insurance premiums, and rerouting delays that further strain supply reliability.

A. Policy Statement

The NOGCP operationalizes the energy security and reliability pillar of the PEP 2023–2050, particularly its ARC framework (i.e., Access, Reliability, Clean Energy). The NOGCP is consistent with the strategies under the PDP 2023–2028, particularly Chapter 12 (Expand and Upgrade Infrastructure) in ensuring energy security, providing an enabling environment for the market to deliver an optimal fuel mix, and strengthening the resilience of energy infrastructure against external shocks. It is likewise consistent with Chapter 3 (Reduce Vulnerabilities and Protect Purchasing Power) and Chapter 15 (Accelerate Climate Action and Strengthen Disaster Resilience), which respectively anchor the NOGCP's demand stabilization and anti-hoarding measures, and the protection of critical services and coordinated emergency response.

The DOE shall implement a **Fuel Supply and Demand Management Framework** to ensure the equitable, efficient, and strategic use of petroleum resources during periods of supply disruption, market instability, or national emergency.

Energy supply disruption shall be treated not merely as a sectoral supply concern, but as a potential national security crisis when it threatens public order, continuity of critical services, price stability, food and transport systems, or confidence in government. Further, large-scale fuel disruption may constitute a **national security contingency** requiring activation of national crisis mechanisms. The DOE shall serve as the **PLAR** for threats to energy and oil supply, while coordinating with the NSA/NSC, NDRRMC, and other concerned agencies for whole-of-government crisis governance when thresholds of national consequence are reached.

This framework establishes a **rules-based**, **data-driven system** for:

- Early detection of fuel supply risks;
- Activation of demand management measures;
- Implementation of fuel rationing mechanisms;
- Protection of Critical Energy Infrastructure as a guiding policy; and
- Protection of critical and life-sustaining sectors.

B. Objectives

The Framework aims to:

1. Ensure energy security and supply continuity;
2. Prevent panic buying, hoarding, and market abuse;
3. Stabilize fuel demand and pricing behavior;
4. Protect critical services and essential sectors; and
5. Enable timely and coordinated government and private sector responses.

C. Scope and Coverage

This Framework applies to:

- All petroleum products (gasoline, diesel, kerosene, LPG where applicable, among others);
- All industry participants (refiners, importers, distributors, retailers);
- All fuel-consuming sectors (public and private).

D. Crisis Typology Framework

This framework establishes a structured classification of fuel supply crises to guide timely, proportionate, and rules based government response under the NOGCP. Recognizing that fuel disruptions may arise from physical supply constraints, market behavior, or a combination of both, the framework distinguishes between **Supply Driven, Market Driven, and Compound Supply–Market** crises. This typology enables the DOE to accurately assess the nature of emerging risks, anticipate escalation pathways, and activate appropriate contingency measures based on objective indicators of supply conditions, price dynamics, and demand behavior.

1. **Supply-Driven Crisis (Structural Disruption)**

   A crisis involving actual and sustained reduction in physical fuel supply, caused by:

   - Production disruptions
   - Export restrictions or sanctions
   - Refinery shutdowns
   - Long-term geopolitical conflict and political instability

   Characteristics:

   - Gradual or abrupt supply decline
   - Sustained price increase
   - Demand stabilizes or decreases

2. **Market-Driven Crisis (Shock Disruption)**

   A crisis driven by market perception, supply chain, logistics disruption, or risk, even if supply remains initially available.

   Characteristics:

   - Sudden price spikes
   - Panic buying and demand surge
   - Uncertain or delayed supply impact

3. **Compound Crisis (Supply–Market Interaction)**

   A disruption characterized by the simultaneous or sequential interaction of physical supply constraints and market driven behavioral stress, where price volatility, panic buying, and logistics disruption materially accelerate inventory depletion and system instability.

SUPPLY-DRIVEN Structural disruption	MARKET-DRIVEN Shock disruption	COMPOUND Supply-market interaction
CAUSE Production disruptions, sanctions, refinery shutdowns, prolonged conflict	**CAUSE** Market perception, logistics disruption or risk — supply may still be available	**CAUSE** Physical supply constraints interacting with market behavioral stress
CHARACTERISTICS Gradual or abrupt supply decline • Sustained price increase • Demand stabilizes or falls	**CHARACTERISTICS** Sudden price spikes • Panic buying and demand surge • Uncertain or delayed supply impact	**CHARACTERISTICS** Volatility, panic buying and logistics disruption accelerate inventory depletion

Figure 1. NOGCP Crisis Typology: Supply-driven, Market-driven and Compound Supply–market crises.

E. Trigger and Response Framework

The trigger system enables early, proportionate response to fuel disruptions by integrating price signals, supply risks, and delayed demand behavior.

1. **Core Indicators**

   The DOE has organized its response around a **three-level contingency and response framework** based on the following core indicators:

- **Supply Conditions**

  Supply Conditions shall assess the overall petroleum supply situation by incorporating the TPSP, Strategic Stock Adequacy, Verified Disruption, and Inventory Drawdown. The assessment shall consider the adequacy, reliability, and sustainability of supply, recognizing that in-ventory levels alone shall not be the sole determinant of supply status.

- **Price Stress**

  Price Stress shall assess the overall market price environment by incorporating Price Increase, Average Pump Price, Weekly Price Volatility, and Regional Fuel Price Spread. The assessment shall consider the magnitude, persistence, variability, and geographic distribution of fuel price movements, recognizing that no single price indicator shall solely determine the level of price stress.

- **Demand Behavior**

  Demand Behavior shall assess consumer and market response to evolving fuel market conditions by incorporating Manual Behavioral Signal, Volatility Spike Signal, Spread Spike Signal, and Demand Behavior Flag. The assessment shall consider both observed and anticipated behavioral responses, recognizing that actual consumption data may lag emerging market conditions and shall not be the sole determinant of intervention measures.

  This framework enables progressive, rules-based activation of:

  - Supply augmentation measures
  - FEM mechanisms for demand management
  - SPSD mechanisms for supply management

2. Trigger Mechanism: National Fuel Risk Index

The NFRI shall be adopted as the primary trigger mechanism for fuel contingency measures. The NFRI integrates supply conditions, price dynamics, demand behavior adjusted for lag effects, and replenishment cost pressures. Override provisions shall ensure timely response to rapid market shocks and critical supply disruptions.

The NFRI shall encompass all crisis types defined in the Crisis Typology Framework, including supply-driven, market-driven, and compound crises. It shall apply across varying degrees of market disruption and provide for the timely and proportionate activation of contingency measures under evolving conditions. The NFRI shall also serve as a decision-support mechanism by providing clear, evidence-based recommendations to guide appropriate and timely government responses to fuel market disruptions. The NFRI is primarily based on the following indicators:

- **Supply Condition Indicators:** Anchored primarily on inventory levels, the model provides high-frequency (weekly), rule-based signals that guide preparedness and coordination. Inventory level in terms of days of supply functions as the central escalation driver corresponding to progressively higher alert contexts. This supply-focused core is complemented by diagnostic indicators such as unexpected inventory drawdowns, which help detect early stress signals, as well as override mechanisms like strategic stock adequacy breaches or verified disruptions, which can immediately trigger emergency-level review regardless of other conditions.
- **Price Stress Indicators:** To capture market dynamics beyond physical supply, the NFRI incorporates price stress indicators, including average pump prices, weekly price volatility, and regional price spreads. These identify early signs of market strain but do not independently trigger escalation beyond Level 1.
- **Demand Behavior Indicators:** In parallel, demand-side behavior is monitored through both quantitative signals, such as demand spikes due to price volatility and spread, and qualitative inputs, including confirmed reports of hoarding or abnormal retail activity. These signals are synthesized into a single behavioral indicator, which plays a critical role in escalation when combined with tightening supply conditions.

The model relies on a structured set of weekly data inputs sourced from designated agencies to ensure consistency and reliability. Core supply and price indicators, including inventory days, strategic stock adequacy, pump prices, price volatility, and regional spreads, are supplied through the weekly monitoring by the DOE. Meanwhile, localized and real-time demand-side observations, such as behavioral signals and verified disruptions, are reported by the LGUs and other relevant national government agencies.

Each component of the NFRI shall include qualitative interpretation to guide decision-making. Scores shall not be treated in isolation but assessed collectively to determine underlying system conditions, including market shock, supply constraint, behavioral stress, and pricing distortion.

SUPPLY CONDITIONS	PRICE STRESS	DEMAND BEHAVIOR
TPSP (days of cover)	Price increase vs baseline	Manual behavioral signal
Inventory drawdown	Average pump price	Volatility spike signal
Strategic stock adequacy	Weekly price volatility	Spread spike signal
Verified disruption	Regional price spread	Demand Behavior Flag (DF)

ESCALATION RULES

Supply condition	Behavior flag	Price condition	Resulting Alert Level
TPSP ≥ 45 days	DF = 0	no sustained price rise	NORMAL
TPSP ≥ 45 days	DF = 0	price +20-30%	ALERT LEVEL 1
TPSP ≥ 45 days	DF = 1	behavioral stress	ALERT LEVEL 2
TPSP 30-45 days	DF = 0	—	ALERT LEVEL 2
TPSP 30-45 days	DF = 1	behavioral stress	ALERT LEVEL 3
TPSP < 30 days	any	—	ALERT LEVEL 3

OVERRIDE CONDITIONS — reported for awareness; do not by themselves set the Alert Level
Strategic Stock Adequacy breach - Verified Disruption (cargo cancellation, port failure, disaster, force majeure or security event) — either triggers immediate emergency-level review.

Figure 2. National Fuel Risk Index Escalation Decision Logic and Override Conditions.

3. Operating Conditions of the Oil and Gas Industry

The oil and gas industry shall operate under two conditions: (a) **Normal Condition** and (b) **Emergency Condition**, consistent with the government policy to ensure energy security, fair competition, and consumer protection under RA 8479 and relevant DOE Circulars governing downstream oil industry operations.

a. Normal Condition (Business-As-Usual)

The Normal Condition refers to a state in which the MIR for petroleum products is met or exceeded, assessed against risk-monitoring benchmarks established by the DOE pursuant to its policy, monitoring, and coordination functions under Section 4 of RA 8479, and in accordance with applicable DOE Circulars on industry reporting, inventory disclosure, and compliance monitoring.

During the Normal Condition, market operations shall continue under standard regulatory oversight on:

- minimum inventory compliance and reporting;
- price monitoring and weekly pump price reporting;
- fuel quality, supply chain transparency, and industry submissions; and
- anti-hoarding, anti-diversion, and consumer protection measures.

No contingency-based supply, price, or demand management measures under Normal Condition shall be activated. The referenced inventory benchmarks are **non-mandatory and non-penal**, and shall not be construed to amend, expand, or supersede the MIR.

b. Emergency Condition

The **Emergency Condition** is declared when an **internal or external disruption**—including but not limited to supply constraints, logistics disruptions, price shocks, or market behavioral stress—has been assessed to pose actual or potential risks to the availability, stability, or pricing of petroleum and petroleum products, thereby warranting immediate and coordinated action by relevant government agencies and stakeholders.

Such declaration and response shall be consistent with:

- the monitoring and intervention mandates of the DOE;
- relevant DOE Circulars governing emergency coordination, supply security, price surveillance, and industry directives; and
- where applicable, the State's police power and the emergency authorities of the President under Article VI, Section 23(2) of the 1987 Philippine Constitution.

Assessment of the Emergency Condition shall be based on the **NFRI** (defined in **Annex B**), which integrates supply, price, demand behavior, and replenishment risk indicators.

Once an Emergency Condition is determined, it shall be classified into the following **three Alert Levels**, which correspond to graduated response measures detailed in the succeeding sections of this Framework:

- **Alert Level 1 – Precautionary Phase**
- **Alert Level 2 – Restriction Phase**
- **Alert Level 3 – Emergency Energy Response Phase**

Each Alert Level activates a defined set of supply security measures, price-related interventions, and FEM demand management controls, implemented in a manner consistent with:

- RA 8479 and RA 7581;
- existing and future DOE Circulars issued in furtherance of these laws; and
- where applicable, emergency powers duly authorized by Congress.

4. How Triggers Escalate Alert Levels

Alert Levels escalate through a rules-based trigger system anchored on the NFRI, which integrates three core indicators: Supply Conditions, Price Stress, and Demand Behavior. Movement to a higher level occurs when these indicators show worsening and sustained stress, rather than isolated or short-term fluctuations.

Upon Alert Level 2, the DOE shall notify the NSA/NSC and the Presidential Situation Room through a formal Energy Security Advisory. Upon Alert Level 3, the DOE shall recommend, as appropriate, convening of the IECC and/or elevation to the applicable national crisis management mechanism for strategic guidance, inter-agency policy decisions, and Presidential action.

- **Price-driven escalation (Level 1)**: Rapid and significant pump price increases can trigger early intervention even when inventories are stable, recognizing that price shocks precede demand surges and supply stress.
- **Supply-driven escalation (Levels 2 to 3):** As inventory days decline, replenishment reliability weakens, or logistics and geopolitical risks intensify, the framework escalates from restriction to stabilization and finally to emergency response.

- **Behavior-driven escalation:** Observed hoarding, panic buying, retail station closures, or market breakdown accelerate escalation because behavioral stress can rapidly exhaust available supply, even before physical shortages fully materialize.
- **Escalation principle:** Alert Levels are designed to **progressively intensify controls**—from monitoring, to restriction, to allocation, to centralized command—ensuring that government action remains proportionate to systemic risk and avoids delayed response due to misleading short-term indicators.

5. Conditions for Downgrading of Alert Levels

a. General Principle

Downgrading of Alert Levels shall be rules-based, evidence-driven, and risk-sensitive, and shall only occur when the underlying conditions that triggered the higher Alert Level have demonstrably eased and are assessed to be sustainably improving, based on the NFRI and its component indicators.

Alert Levels shall **not be downgraded solely on the basis of short-term indicators**, temporary price corrections, or isolated inventory movements that do not reflect a sustained reduction in systemic risk.

b. Governing Assessment Criteria

A downgrade may be considered only when the following conditions are satisfied:

1) Improvement in NFRI Composite Assessment

- The composite NFRI score indicates a lower risk category consistent with the proposed downgraded Alert Level; and
- At least **two of the three core dimensions—Supply Conditions, Price Stress, and Demand Behavior**—show sustained improvement consistent with the lower Alert Level.

2) Supply Stabilization Indicators

- Inventory levels, including in-country stocks and confirmed in-transit volumes, have recovered to thresholds corresponding to the lower Alert Level and are assessed to be replenishable with reasonable certainty;
- Replenishment reliability has improved, with confirmed deliveries, reduced shipment delays, or restored logistics capacity; and
- No imminent supply disruption risks are present, including export restrictions, refinery shutdown risks, or chokepoint threats.

3) Price Risk Moderation

- Pump price movements have stabilized or decelerated, with reduced volatility and a narrowing deviation between pump prices and replenishment costs;
- Price movements are no longer indicative of acute market shock, distortion, or panic-driven behavior; and
- Enforcement and monitoring indicate compliance with price-related advisories and regulations.

4) **Normalization of Demand Behavior**

- Observed demand shows declining hoarding, panic buying, or abnormal purchasing patterns;
- Retail station operations have normalized, with restored operating hours and replenishment cycles; and
- Behavioral stress indicators incorporated in the Demand Index, including lag-adjusted demand pressures, have eased.

5) **Absence of Override Conditions**

- No override conditions remain in effect, including unresolved geopolitical escalation, unresolved logistics bottlenecks, or intelligence indicating imminent supply or price shocks.

c. Downgrading Protocol

1) **Step Down, Not Jump Down**

- Alert Levels shall generally be downgraded **one level at a time** (e.g., Alert Level 3 to Alert Level 2), unless exceptional circumstances justify a faster de-escalation based on comprehensive risk assessment.

2) **Hold Period Requirement**

- Conditions supporting a downgrade must be observed consistently over a defined monitoring period, sufficient to confirm sustainability and avoid false normalization due to temporary fluctuations.

3) **Partial Deactivation of Measures**

- Upon downgrading, measures shall be relaxed progressively, prioritizing:
  - continued protection of critical and life-sustaining sectors;
  - retention of monitoring, enforcement, and information-sharing measures; and
  - phased easing of demand-management controls in accordance with the lower Alert Level.

4) **Institutional Determination**

- Downgrading of Alert Levels shall be determined by the DOE, based on:
  - NFRI technical assessment and inter-office analysis;
  - consultation with relevant government agencies, where appropriate; and
  - consistency with RA No. 8479, RA No. 7581, and applicable DOE Circulars.

d. Safeguard Against Premature Downgrading

The DOE reserves the authority to delay, suspend, or reverse a downgrade where:

- risk indicators deteriorate during the observation period;
- new supply, price, or behavioral risks emerge; or
- the downgrade would materially compromise supply security, market stability, or protection of critical sectors.

Downgrading decisions shall be without prejudice to the immediate re-escalation of Alert Levels should conditions warrant, consistent with the override provisions of the NFRI trigger framework.

6. **Strategic Petroleum Supply Distribution Activation Protocol**

   The SPSD shall serve as the government's primary mechanism for regulating and prioritizing the distribution of petroleum products during periods of fuel supply disruption.

   The SPSD shall be implemented as a graduated and trigger-based response, aligned with the NFRI and corresponding Alert Levels.

   Activation of the SPSD shall occur when the TPSP falls below 30 days' cover, corresponding to Alert Level 3 (Emergency Energy Response Phase), and may also be warranted when significant and sustained fuel retail station outages indicate systemic distribution constraints or when abnormal demand patterns, including panic buying or hoarding, are detected. Upon activation, the DOE shall implement the necessary allocation, control, and monitoring mechanisms under the SPSD.

F. Alert Level Classification

The Alert Level Classification establishes a graduated, rules based framework for activating fuel supply, price, and demand management measures in response to evolving risks to the national oil and gas supply chain. The system is designed to enable early intervention, proportionate escalation, and coordinated government and industry action based on objective indicators of supply conditions, price behavior, and demand response. Each Alert Level reflects a progressively higher degree of system stress and is linked to clearly defined trigger conditions and corresponding policy responses to safeguard energy security, maintain market stability, prevent panic behavior, and ensure the continued operation of critical and life sustaining services. **(see Annex A for detailed Plans, Actions and Programs per Alert Level)**

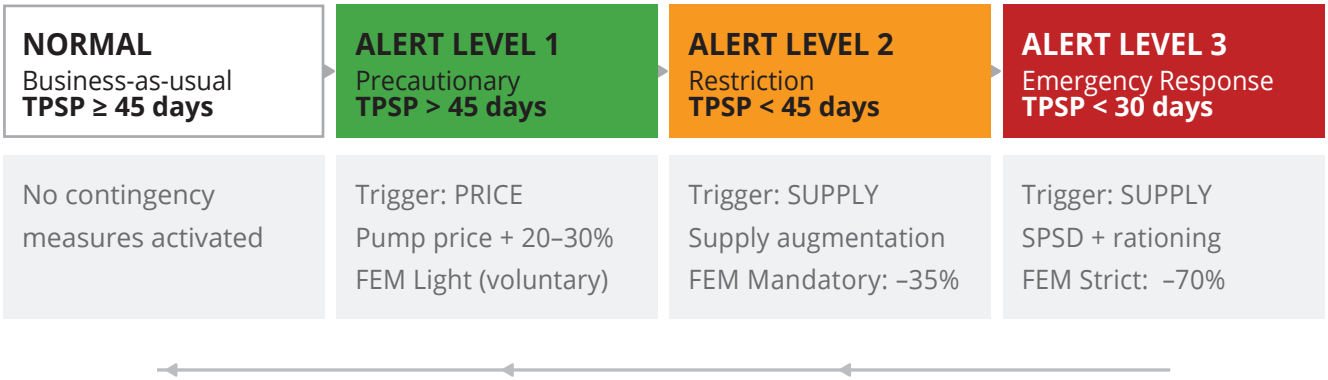


Figure 3. NOGCP Alert Level Escalation Ladder, Showing Trigger Conditions, Fuel Economy Mode Settings and the Downgrade Path.

Alert Level 1 (Precautionary Phase)

Activated to **contain early price shocks and emerging behavioral risks** through enhanced monitoring, coordination, and light demand management measures while physical fuel supply remains adequate.

Trigger Conditions: Primary trigger is PRICE.

- **Supply**
  - **Inventory level: Stable** – More than the **MIR**[1] for petroleum; and
  - **Liquid Fuel Retail Outlets:** Turnover of supply replenishment in the retail stations is shorter due to hoarding.
- **Price**
  - **Average domestic pump price[2] increases by 20-30 percent, (i) within one week, or (ii) sustained and cumulatively within a 30-calendar-day period following an external disruption**
- **Demand behavior: Early surge** – Observed hoarding / localized panic buying, and transactions that significantly exceed normal purchasing patterns *(daily full tank of vehicles)*

Policy Objective: Prevent escalation through early intervention and demand management.

a. Supply Measures *(**Objective:** Heightened monitoring and industry coordination)*

DOE

- Intensify weekly supply inventory monitoring of petroleum;
- Coordinate petroleum supply outlook with the industry;
- Monitor local and international oil supply situation;
- Ensure compliance with MIR and encourage voluntary stock build-up by oil companies;
- Prepare the activation of respective contingency plans (logistics and distribution); and
- Mandate reporting of vacant storage capacity by all downstream oil industry participants, covering depot- and terminal-level facilities, to support supply monitoring and readiness assessment.

Other Government Agencies

- AFP and PNP to assist with readiness review, intelligence monitoring, protection planning for critical energy infrastructure, and liaison with the DOE.

b. Price Hike Measures *(**Objective**: Monitor compliance of industry on price adjustments.)*

DOE

- Monitor the weekly pump price and fuel replenishment cost[3] of the industry;
- Engage industry participants to moderate price adjustments *(staggering and discounting, if necessary)*;
- Activate the Price Monitoring Teams and their online price monitoring platform to avoid **profiteering**;
- Activate and promote online platform for consumer complaints and price monitoring; and
- **Unbundling of pump price adjustments[4],** as may be directed by the Secretary, requiring disclosure of the cost components of price increases for monitoring, transparency, and reasonableness review.

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[1] In 2026, the Philippines maintains approximately 45 days of fuel supply based on current consumption. The Total Storage Capacity is 5,453,377.14 thousand liters (kl) or equivalent to 72.66 days. (DOE-OIMB data)

[2] Based on DOE-OIMB Weekly Pump Price Movement in NCR (March 3-23, 2026)

[3] The accumulated average pump price increase of more than 30 percent in the succeeding weeks (increase typically peaks at Weeks 2-6, depending on the scenario) and tightening of supply are the trigger conditions to escalate to Alert Level 2.

[4] DOE Department Circular No. DC2019-05-0008 "Revised Guidelines for the Monitoring of Prices in the Sale of Petroleum Products by the Downstream Oil Industry in the Philippines".

Other Government Agencies

- In coordination with the Department of Economy, Planning, and Development (DEPDev), shall put forward for continued implementation the priority infrastructure projects under the Public Investment Program (PIP) and its Three-Year Rolling Infrastructure Program (TRIP), protecting thousands of industries and manufacturing jobs;
- Recommend to concerned agencies the implementation of coordinated subsidy, fare-relief, and regulatory streamlining measures across **transport, social welfare, agriculture, aviation, education**, and related sectors to mitigate the adverse effects of rising fuel prices; reduce passenger fares; stabilize farm input expenses and logistics costs of agricultural goods; safeguard food production and supply chains; and ease the financial pressure on vulnerable sectors;
- Engage with relevant government agencies in the activation, such as the Local Price Coordinating Councils (LPCCs), and enforcement of anti-profiteering, anti-hoarding, and fuel-retailing guidelines, with intensified inter-agency monitoring by relevant government agencies (such as DILG, DTI, LGUs, and law enforcement agencies) to prevent profiteering across retail stations and the fuel supply chain;
- The DFA to provide timely situation reports on oil-exporting and transit countries and to engage concerned embassies in Manila in order to determine supply availability and supply commitment risk from key oil and gas suppliers. The DFA can provide guidance on the sensitivities of certain countries the Philippines will be dealing with concerning the supply of oil and gas; and
- In the event of supply delays or price spikes, the DOE shall coordinate with LTO to provide guidance to vehicle owners and operators, and adjust regulatory requirements temporarily as needed.

c. Demand Measures *(**Objective**: FEM Light - Soft demand controls on voluntary EEC measures)*

DOE

- Intensify media campaign against panic buying and fuel-saving tips;
- Promote Energy Efficiency and Conservation (EEC) measures pursuant to RA 11285 or Energy Efficiency and Conservation Act for fuel and electricity:
  - Promote the participation of Designated Establishments (DEs) in the load management program under RA No. 11285 in energy-saving, peak reduction, and fuel conservation programs;
  - Continue implementation of the Government Energy Management Program (GEMP), with enforcement measures in place for any violations or non-compliance; and
  - Promote use of Electric Vehicles (EVs) for transportation and micromobility.
- Heighten monitoring and enforcement activities in partnership with concerned government agencies to avoid **hoarding** of petroleum products *(same mechanisms as with the monitoring of profiteering)*.

Alert Level 2 (Restriction Phase)

Activated to **stabilize demand and secure supply** when inventories tighten, and replenishment becomes uncertain, using supply augmentation and mandatory demand controls to prevent escalation into shortages.

Trigger Conditions: Primary trigger is SUPPLY CONDITION.

- **Supply Condition**
  - **Inventory level: Tightening–TPSP** *(MIR plus confirmed in-transit volumes of imported petroleum products)* **is less than 45 days,** and with unguaranteed supply replenishments due to issues on contracted supply.

    The days of supply are based on the sufficiency of the MIR and total storage capacity vis-à-vis the Total Oil Demand. ***The 45-day TPSP threshold serves as a time-sensitive risk benchmark and may be adjusted by the DOE as conditions warrant, based on evolving supply, market, and risk assessments****.*
  - In the event that inventories of critical petroleum products[5] – including diesel, gasoline, LPG, and jet fuel – drop below the MIR, the DOE shall immediately activate product-specific supply augmentation measures and demand management measures proportionate to the severity and scope of the shortfall.
- **Price:** A projected price escalation with **a cumulative average pump price increase of more than 30 percent** from the baseline price (before the trigger event).
- **Demand behavior:** Localized hoarding and transactions that significantly exceed normal purchasing patterns (e.g., daily full tank of vehicles), gasoline stations temporarily closing due to immediate depletion of inventory.

Policy Objective: Stabilize demand and secure supply before system stress escalates.

a. Supply Measures *(**Objective**: **Maintain at least 45 days of TPSP**; Ensure supply security including additional contracted supply.)*

DOE

- Facilitate securing supply from alternative import sources;
- Direct procurement of additional cargoes from both traditional and non-traditional sources, and distribute secured volumes into the domestic market, prioritizing sectors based on the Guidelines on the Sale and Distribution of Petroleum. The DOE may assign any of its attached agencies to undertake this activity;
- Direct the Philippine National Oil Company (PNOC) and its subsidiaries to activate emergency petroleum procurement under PNOC's Annual Corporate Budget. If funding is insufficient or no Special Provision exists, the DOE shall recommend to the Office of the President and Department of Budget and Management (DBM) the immediate processing of a supplemental budget authorization, with Congressional approval as the alternative recourse;
- Coordinate with the DFA and downstream oil industry participants, to engage diplomatic and bilateral channels to secure preferential access to supplemental fuel supplies and ensure the timely delivery of confirmed fuel import contracts;

[5] The DOE emphasizes that the inventory thresholds referenced in this framework do not amend, expand, or override the MIR prescribed under RA 8479, or other existing laws, policies or regulations.

- Recommend that oil companies diversify supply toward non-traditional supplier countries **(See Annex C)**;
- Notify and engage with Association of Southeast Asian Nations (ASEAN) partners of supply stress while exploring ASEAN Petroleum Security Agreement (APSA) mechanisms for emergency access to regional inventories;
- Implement interim guidelines on Petroleum Product Quality Specifications for Transport and Industry Sector:
    - Temporarily ease Philippine National Standards on fuel quality requirements to expand the sourcing pool in coordination with the Bureau of Philippine Standards (BPS) of the DTI. At the same time, a temporary increase in the biofuel blends is recommended, but needs to be supported by allowing flexibility in adjusting biofuel blending requirements based on supply conditions;
    - National Power Corporation - Small Power Utilities Group (NPC-SPUG), Microgrid System Providers (MGSPs), and New Power Providers (NPPs) shall optimize plant operations and ensure uninterrupted electricity supply in off-grid areas by using interim fuel specifications to secure supply, reduce costs, manage cash flow, and minimize the need for budget augmentation or borrowing, consistent with the 2024-2028 Missionary Electrification Development Plan (MEDP), particularly its provisions on NPC-SPUG, MGSPs, NPPs, and the Universal Charge for Missionary Electrification (UCME) subsidy mechanism;
- Provide support for bulk facilities, retail fuel outlets and other supply distribution network facilities affected by the price stress and supply challenges (e.g., closure of gasoline stations due to commercial unviability resulting in local supply insecurity) ensuring continued operations and sufficiency of local supply of petroleum products;
- Mandate and rationalize the submission of reportorial requirements for the downstream oil industry participants, including but not limited to weekly pump price adjustments, inventory supply, available storage capacity, etc.;
- Implement targeted jet fuel measures, including priority assessment, supply coordination, and logistics facilitation for critical aviation operations;
- Deploy Portable Aboveground Storage Tanks, Mobile Fuel Storage Trailer, and Mobile Dispensing Units to areas with limited access and supply as may be necessary, subject to compliance with applicable safety, technical, and operational requirements under relevant Philippine National Standards; and
- Mandate all licensed domestic storage terminals to provide priority ullage allocation for the receipt and storage of state-procured emergency volumes, to prevent discharge delays, vessel demurrage costs, and terminal-level gridlock on government-directed fuel cargoes.

Other Government Agencies

- Recommend to all concerned government agencies to ensure timely processing and issuance of permits or clearances to secure importation of petroleum products;
- Coordinate with the Metro Manila Development Authority (MMDA), LTFRB, and concerned LGUs to enforce temporary suspension/exemption on truck ban specific for fuel tankers to ensure timely replenishment of retail stations;
- Coordinate with DA, DOTr, and the Toll Regulatory Board (TRB) for the implementation of the food lane to grant full toll exemptions to accredited agricultural transport vehicles;

- Coordinate with the law enforcement agencies and military to strengthen security and enforcement across fuel supply chains and critical energy facilities to deter smuggling, diversion, theft, and other illicit activities;
- Coordinate with the concerned sectors on the provision of fuel subsidies and other assistance;
- Recommend to the Department of Finance (DOF), Bureau of Customs (BOC), Bureau of Internal Revenue (BIR), and DTI the easing of importation restrictions to enable the timely entry of petroleum products from alternative and non traditional sources;
- Coordinate with the Maritime Industry Authority (MARINA) and other concerned agencies to facilitate administrative and regulatory processes, where appropriate, while maintaining compliance with applicable maritime safety requirements; and
- Deploy AFP and the Philippine Coast Guard (PCG) for convoy security, port security, maritime escort of fuel tankers, air surveillance, and protection of refineries, LNG terminals, depots, and pipelines; and
- Coordinate with DTI and other concerned government agencies to identify and validate the estimated fuel consumption requirements of essential sectors and their supporting logistics and transport activities, including the fuel requirements of entities classified under Tier 2, as an input to the prioritization and allocation of fuel during NOGCP activation.

b. Price Hike Measures *(**Objective**: Provide government assistance to alleviate the impact of surging fuel prices on critical sectors and address inflationary effects to prices of basic commodities.)*

DOE

- Prescribe allowable price adjustments on all petroleum products, based on prevailing international market conditions, supply dynamics, and public interest considerations to be implemented through a cooperative framework with downstream oil industry participants without prejudice to the system of a deregulated market framework;
- Direct the submission of the unbundled cost components of the pump price and adjustments pursuant to DOE Circular 2019-05-0008 (Revised Guidelines for the Monitoring of Prices in the Sale of Petroleum Products by the Downstream Oil Industry in the Philippines);
- Recommend the implementation of just price recovery mechanisms for electricity rate to the Energy Regulatory Commission (ERC) and relevant sector stakeholders to cushion the price impact to consumers;
- Recommend to the President, through the appropriate inter-agency committee, the formal declaration of a **State of National Energy Emergency** to legally unlock necessary executive powers, fiscal interventions, or mandatory price controls if market distortions and supply conditions continue to deteriorate.

Other Government Agencies

- Coordinate with other government agencies for the implementation of targeted subsidy programs for transport, agriculture, and other vulnerable sectors in coordination with relevant government agencies; and
- Recommend the legislative/executive measures or other possible fiscal interventions (e.g., excise tax suspension or adjustments) subject to the evaluation of the Development Budget Coordination Committee (DBCC) and in accordance with existing laws, rules, and regulations.

c. Demand Measures (***Objective***: *FEM* ***Mandatory*** *- High demand controls targeting* ***at least 35 percent reduction***** on oil demand for all sectors)*

- Intensify EEC Measures for government** and private sectors;
- Implement mandatory WFH for government offices (for non-essential workers***); **(See Annex D)**
- Encourage voluntary WFH set-up for selected private sector (e.g., BPO, office-based, etc.);
- Encourage shifting from face-to-face classes to remote/blended learning of classes for schools and universities;
- Implement targeted transport activity controls (carpooling, extended coding schemes in high urban areas, and fuel saving schemes);
- Intensify the promotion of EVs****;
- Apply appropriate demand management measures on LPG such as but not limited to:
  - Promotion of fuel switching from LPG to electric cooking in household and commercial sectors. Explore implementation of a Deferred Payment Scheme that allows low-income households to pay in installments over an approved billing cycle by the ERC;
  - Issuance of an advisory to rationalize and limit LPG purchases as may be necessary (e.g., one 11-kilogram (kg) cylinder per month for households) to prevent panic buying, hoarding, and requiring LPG-intensive commercial and institutional establishments to comply with mandatory energy audits and efficiency guidelines for bulk LPG use;
- Other government support and interventions:
  - Recommend that contingency measures by security agencies be implemented to secure fuel supply, prevent hoarding and smuggling, and protect critical infrastructure during supply disruptions.

References:

** Target to reach ~45 days of supply cover*

*** GEMP target of 20 percent reduction in fuel and electricity demand for government agencies*

**** For national government agencies only (100 percent of non-essential workers) Frontliners as essential workers: 1,305 kl/d; LGUs are not included in the computation;*

***** Estimated fuel savings: 106.94 kl/d for the entire EV fleet.*

(Source: DOE EPPB-Policy Formulation and Research Division (PFRD) Study, April 2026)

Alert Level 3 (Emergency Energy Response Phase)

Activated to **protect critical sectors** and **ensure the continuity of life-sustaining services** under severe supply constraints, preventing systemic failure through centralized control, strategic fuel allocation, strict demand controls, mandatory rationing, and prioritization of essential services, with emergency government intervention as necessary.

Trigger Conditions: Primary trigger is SUPPLY CONDITION.

- **Supply Condition:**
  - **Inventory level: Critical** – **TPSP** is **less than 30 days' supply** for all petroleum and petroleum products, but with unguaranteed supply replenishments due to issues on contracted supply.
- **Price:** A projected price escalation **with more than 30 percent cumulative average pump price increase from the baseline price (before the trigger event). Price stress is not an independent trigger at this level; the supply condition is the operative trigger for Alert Level 3.**
- **Demand behavior:** Widespread panic buying and transactions that significantly exceed normal purchasing patterns (e.g., daily full tank refueling of vehicles), potentially leading to system breakdown conditions such as system-wide panic and the emergence of black markets.

Policy Objective: Protect critical sectors and prevent system collapse.

a. Supply Measures *(**Objective**: **Restore 45 days of TPSP**; Stabilize system and protect critical sectors.)*

Office of the President

- **Exercise of Emergency Powers by the President**, as may be authorized by Congress pursuant to Article VI, Section 23(2) of the 1987 Constitution, to address severe and systemic energy supply disruption;
- Declare a **National State of Emergency and/or National State of Calamity**;
- Direct government-led coordination and, where duly authorized under emergency powers, temporarily direct the operations of the downstream oil industry to secure fuel supply; and
- Temporarily take over or direct the operation of any person or entity engaged in the downstream oil industry including power plant owners with diesel storage capacity to accommodate government-procured diesel.

DOE and Energy Family

- Undertake government-to-government procurement supported by funds approved by the DBM;
- Trigger the implementation of any petroleum security agreement (Regional or Bilateral);
- Tap into the implementation and operationalization, including the drawdown protocols of a Philippine Strategic Petroleum Reserve (PSPR); and
- Operationalize the **SPSD**[6] through a controlled and monitored distribution system covering both bulk and retail fuel supply.

Other Government Agencies

- Convene the NDRRMC and elevate its operational alert status to support whole-of-government coordination, enforcement, and localized implementation of SPSD, priority allocation, logistics support, and protection of critical energy infrastructure.

[6] The SPSD plan activates reserves with tiered sectoral allocation, enforces an **Emergency Fuel Distribution System** to include a nationwide odd-even vehicle coding scheme for private vehicles and sets fuel quotas per sector to manage consumption. Public transportation is prioritized in fueling to ensure mobility for the majority, while private and non-essential sectors face stricter limits to balance supply and demand.

- Intensify security measures across oil and gas infrastructure, with heightened protection for bulk facilities, retail fuel outlets, and fuel tankers to safeguard the supply lines network and prevent disruptions, diversion, or sabotage;
  - Deployment of security and critical infrastructure protection measures shall be undertaken by the AFP, PNP, PCG, and other competent security agencies according to their respective statutory mandates, under the coordination of the DOE and NDRRMC;
- Mobilize the PCG assets to support emergency transport of fuel to isolated and disaster-affected areas when commercial routes are disrupted; and
- Activate Joint Task Forces, military logistics support, engineering units for emergency repairs, Chemical, Biological, Radiological and Nuclear (CBRN) response capability, and fuel convoy operations as deemed necessary.

b. Price Hike Measures *(**Objective**: Provide government assistance to alleviate the impact of surging fuel prices on critical sectors and address inflationary effects to prices of basic commodities.)*

- DTI, DOE-OIMB, PNP, and other authorized enforcement agencies shall enforce measures against price manipulation, hoarding, and illegal fuel diversion.
  - AFP may provide security support where significant security threats exist or upon lawful request from civilian authorities.
- Implement comprehensive economic and fiscal interventions, pursuant to declared emergency powers, including extraordinary budgetary appropriations, targeted subsidies, tax and tariff relief, and credit support measures in accordance with existing laws, rules, and regulations, to safeguard national economic stability and protect the public from severe energy-driven inflation and systemic disruption.

c. Demand Measures *(**Objective: FEM Strict** – High demand controls targeting **reduction of at least 70 percent for all fuels (Gasoline, Diesel, LPG, and Jet Fuel)** covering all sectors)*

- Implement a **National Energy Lockdown**, pursuant to duly declared emergency powers, mandating movement restrictions to concerned sectors to manage the fuel demand reduction;
- Mandate 100 percent WFH arrangements for all non-essential government personnel, with strict fuel-saving protocols for essential on-site staff, targeting at least 50 percent reduction in on-site fuel use through compressed workweeks, reduced operating hours, and operational consolidation;
- Mandate WFH or remote-work arrangements for selected private-sector industries, particularly office-based, business process outsourcing (BPO), and similar non-production sectors, subject to DOE and DOLE guidelines;
- Reduce or suspend operating capacity for non-critical commercial and economic activities, including limits on operating hours, workforce presence, and logistics movements, to substantially suppress discretionary fuel demand during the emergency period;
- Mandate implementation of shuttle services and structured carpooling systems for essential workers, with preference for EVs, electric buses, and high-occupancy transport modes to maximize fuel efficiency and reduce per-capita consumption; and
- Other demand measures per sector.

G. Strategic Petroleum Supply Distribution Implementing Guidelines

This SPSD framework establishes a tiered, risk-based allocation mechanism to guide the distribution and prioritization of petroleum (crude oil) and petroleum products during **Alert Level 3 (Emergency Energy Response Phase)**. The framework is designed to ensure the continuity of critical and life-sustaining services, prevent systemic disruption, and maintain public order during severe fuel supply emergencies, consistent with the DOE's mandate under RA 8479, RA 7581, and relevant DOE Department Circulars.

1. Policy Declaration

It is hereby declared to be the policy of the DOE to ensure the continuous, equitable, and efficient distribution of petroleum products during periods of supply disruption, in order to:

a. Safeguard national security and public welfare;

b. Maintain the operation of critical infrastructure and essential services; and

c. Mitigate the economic and social impacts of fuel supply shortages.

To this end, the DOE shall implement an SPSD framework as a core component of national energy emergency response.

2. Objectives

The SPSD shall pursue the following objectives:

a. Ensure priority of fuel supply to critical and essential sectors;

b. Regulate and control fuel distribution under constrained supply conditions;

c. Prevent hoarding, panic buying, and market distortions;

d. Optimize available fuel resources through efficient allocation; and

e. Enable real-time monitoring and policy adjustment.

3. Scope and Coverage

This framework shall apply to:

a. All petroleum (crude oil) and petroleum products, with priority given to gasoline, diesel, jet fuel, and LPG;

b. All entities engaged in the importation, refining, storage, distribution, and retail of petroleum products; and

c. All fuel end-users during the activation of SPSD.

4. Guiding Principles

Implementation of SPSD shall be guided by:

a. **Priority-Based Allocation** – Critical sectors shall receive preferential access;

b. **Equity and Fair Access** – Distribution shall be transparent and non-discriminatory;

c. **Proportionality** – Measures shall correspond to the severity of supply disruption;

d. **Accountability and Transparency** – All transactions shall be monitored and auditable;

e. **Flexibility and Responsiveness** – Policies shall adapt to evolving conditions.

5. Institutional Roles and Responsibilities

a. DOE

- Lead agency for SPSD implementation;
- Determines activation, allocation levels, and control measures; and
- Establishes monitoring and compliance systems.

b. Oil Industry Participants and Stakeholders

- Comply with allocation directives and reporting requirements; and
- Implement distribution controls at depot and retail levels.

c. Other Government Agencies

- Provide enforcement support (e.g., law enforcement, LGUs); and
- Assist in monitoring, compliance, and public communication.

6. Information and Communications Technology (ICT) Infrastructure Preparedness — Fuel Entitlement Platform

The DOE shall direct the development of a digital/QR-code-based Fuel Entitlement Platform as a preparatory measure – to be ready for deployment at Alert Level 3.

- The DOE/DICT should fund and manage the central QR entitlement platform. Industry integration should use common standards, protect commercial data, and allow recovery of material implementation costs
- A dedicated ICT platform for fuel entitlement and vehicle-level allocation shall be developed in coordination with the DICT.
    - The Fuel Entitlement Platform shall include cybersecurity, data privacy, offline/manual fallback, fraud detection, and continuity-of-operations protocols. The system shall undergo DICT-led security assessment, tabletop testing, load testing, and field simulation before operational use. Paper-based or SMS-based fallback shall be available for areas without connectivity.
- The platform shall be integrated with the LTO vehicle registry and LTFRB franchise database to enable vehicle-specific QR code issuance.
- System architecture shall support sector-based fuel caps, digital access passes, weekly quota management, and real-time inventory reconciliation.
- The system shall be populated and tested in peacetime conditions, with a tabletop activation drill conducted prior to formal declaration of Alert Level 3.
- Development shall be coordinated with the mainstream banking system and e-wallet platforms to support cashless fuel entitlement verification.
- If the digital platform is still unavailable/becomes unavailable due to technical outages, cyberattacks, or telecommunication failures during Alert Level 3, the SPSD shall automatically transition to manual verification using physical credentials such as but not limited to:
    - Institutional IDs;
    - LTO OR/CR or LTFRB/DTI certifications;
    - Manual LGU-distributed log ledgers at controlled stations; and
    - Other necessary documents.

7. Pre-activation Readiness

The DOE, with the relevant government agencies and industry participants, shall maintain a pre-validated registry of Tier 1 and Tier 2 entities, vehicles, facilities, fuel requirements, authorized focal persons, and backup verification methods. This registry shall be tested and updated during peacetime and shall be activated upon SPSD implementation. For this purpose, a Technical Working Group (TWG) shall be created to develop the registry and keep it updated.

8. Activation Mechanism

SPSD shall be activated based on the NFRI and corresponding Alert Levels. Under Alert Level 1, SPSD shall not be activated; monitoring and voluntary conservation measures shall apply. Under Alert Level 2, preparatory and early-stage controlled-allocation measures may be implemented to preserve supply and readiness. Full SPSD activation, including retail controls and centralized fuel distribution, shall occur under Alert Level 3.

Table 4. Alert Level Conditions and Corresponding Actions

Alert Level	Condition	SPSD Action
Alert Level 1	Supply adequate; price or behavioral stress emerging	SPSD not activated; monitoring and voluntary conservation
Alert Level 2	Tightening supply	Controlled allocation (early stage)
Alert Level 3	Severe disruption/ Emergency	Full SPSD activation (retail controls)/ Centralized fuel distribution

9. Tiered Sectoral Allocation Framework

Sectoral allocation under this framework follows a **four-tier prioritization structure**, based on the essentiality of activities to public health, safety, basic needs, economic continuity, and national security. Allocation percentages reflect maximum allowable fuel access levels, implemented through access passes, fuel caps, operational controls, and demand-management measures within Alert Level 3. These allocations are temporary, emergency-specific, and subject to adjustment by the DOE based on evolving risk conditions, NFRI assessments, and inter-agency coordination.

Fuel access levels and allocation percentages indicated under this **Tiered Sectoral Allocation** framework **do not create vested rights or entitlements** and shall be construed solely as **temporary, emergency access ceilings** applicable during the declared Alert Level. All allocations remain subject to verification, audit, and compliance monitoring by the DOE and concerned agencies. Entities granted access shall use petroleum products exclusively for declared and approved purposes. Misuse, diversion, hoarding, profiteering, false reporting, or other violations shall be subject to administrative, civil, and criminal sanctions under RA 8479, RA 7581, applicable DOE Circulars, and other relevant laws, without prejudice to the suspension or revocation of fuel access and immediate reallocation in the interest of public welfare.

Within **Alert Level 3**, fuel allocation and control measures are applied on a **graduated but intensifying basis** as supply conditions continue to deteriorate. While the initial implementation of Alert Level 3 prioritizes system continuity – maintaining essential mobility, logistics, and critical services through controlled access, fuel caps, and strict demand management measures – the framework provides for **progressive tightening of allocations** as inventories decline further. When total available supply approaches **critically low levels (e.g., below twenty five (25) days of cover)** and the risk of systemic breakdown becomes imminent, allocation policy shifts decisively from managed stabilization to **emergency survival mode**. At this stage, remaining fuel supplies are **concentrated on Tier 1 life sustaining services**, allocations to non essential activities are **sharply reduced or fully suspended**, and distribution is placed under **heightened centralized control** through mandatory rationing, sector specific fuel entitlements, and government directed release mechanisms. Where warranted by severity and scope, the application of **duly authorized emergency powers** shall enable decisive government intervention to safeguard public welfare, preserve social order, and ensure the uninterrupted operation of critical and life sustaining services nationwide.

TIER 1 100% allocation Direct allocation	**Critical – Immediate Continuity** Healthcare • emergency response • critical utilities (power, oil and gas, water, telecoms) • essential government workforce
TIER 2 Fleet-based entitlement	**High Priority – Operational Support** Public transport • agriculture, fisheries and food logistics • essential trucking, ports and cargo • banks • waste management
TIER 3 Limited allocation Digital fuel process	**Important – Societal and Economic Stability** Non-essential government • other construction • non-food, non-medical manufacturing • restaurants and retail • private logistics
TIER 4 Restricted access Strict entitlement	**Supplementary – Conditional Priority** Educational institutions • private and recreational vehicle use • tourism transport • recreation, hotels, leisure and entertainment

Figure 4. SPSD Tiered Sectoral Allocation under Alert Level 3.

Table 5. SPSD Tiered Sectoral Allocation

Tiered Sectoral Allocation	FUEL TYPE	Allocation Guide ALERT LEVEL 3 Emergency
TIER 1: Critical / Immediate Continuity Public and private hospitals, emergency response units, critical utilities, and essential government workforce	Diesel/ Gasoline	**Direct allocation** - Depot-level and retail station coordination
• Healthcare and Medical Services (including all public/private hospitals, rural health units, and emergency medical teams, frontline services, as well as dialysis centers, chemotherapy centers, and the like) ○ *With absolute administrative exemption for registered ambulances, critical patient transport, medical logistics, and on-call healthcare professionals*	Diesel/ Gasoline	**100 percent Allocation** (Government-directed allocation / Designation of fuel stations as controlled distribution points)
• Emergency response units (fire, EMS/rescue, law enforcement, military, disaster management)	Diesel/ Gasoline	
• Critical Utilities: ○ Electricity generation, transmission, and distribution ○ Oil and gas facilities and distributors ○ Water supply facilities and distribution ○ Telecommunication and data infrastructure	Diesel/ Gasoline/ LNG/ Other Fuel Type (Bunker-C or Heavy Fuel Oil)	
• Essential government workforce	Diesel/ Gasoline	

Tiered Sectoral Allocation	FUEL TYPE	Allocation Guide ALERT LEVEL 3 Emergency
TIER 2: High Priority / Operational Support (Essential) Transport / Food Supply & Logistics / Financial Institution		**Fleet-based entitlement system**
• Public transportation: ○ Public Utility Buses ○ Jeepneys ○ TNVS / Taxi / Motorcycle	Diesel/ Gasoline	**Fleet-based entitlement** (fuel card system, fuel cap, designated fueling schedules, and centralized control under SPSD)
• Transport delivery (trucks, vans, fishing boats, and other logistics vehicles), equipment and mechanization support in relation to: ○ Agriculture and Fisheries ○ Aviation and maritime modes of logistics transportation ○ Food Supply Chain (production/ manufacturing, processing, distribution networks, cold storage facilities, warehouses, supermarkets, groceries, and wet markets) ○ Industrial sector activities producing essential goods (Basic and Prime Commodities as defined in RA 7581 – **See Annex F**) ○ Pharmaceuticals and medical equipment and supply manufacturers and distributors	Diesel/ Gasoline/ Jet fuel	**Fleet-based entitlement** (fuel card system, fuel cap / Designation of fuel stations as controlled distribution points)
• Other logistics and transport support: ○ Essential trucking and delivery sectors ➢ **Essential goods and services, including:** ➢ *All food products;* ➢ *All wellbeing, hygiene, personal and home care products;* ➢ *Agricultural inputs and produce;* ➢ *Logistics, distribution, and transport services supporting essential goods and services; and* ➢ *Fuel and energy products necessary for food supply chains, agricultural transport, and essential industries.* ➢ *Raw materials and other production inputs necessary for domestic production of essential goods and services, including packaging materials;* ➢ *Raw materials and other production inputs for export production, as well as the delivery of export products; and* ➢ *Other goods, services, and supporting activities necessary to maintain health, safety, wellbeing, food security, transport continuity, economic stability, and essential supply chains.*	Diesel/ Gasoline	

Tiered Sectoral Allocation	FUEL TYPE	Allocation Guide ALERT LEVEL 3 Emergency
➢ **Essential sectors** ➢ *Refers to industries whose operations are critical to maintaining health, safety, wellbeing, food security, transport continuity, and economic stability and other industries with a product, service, or supply chain component.* ○ E-commerce logistics		**Fleet-based entitlement** (fuel card system, fuel cap / Designation of fuel stations as controlled distribution points)
• Critical Lifeline Construction Activities: ○ Hospital and health facility ○ Power facility ○ Oil and Gas facilities ○ Water system	Diesel	
• Ports and airport cargo operations ○ Domestic passenger and cargo ships, tanker vessels and other vessels engaged in the transport and distribution of petroleum products, maintaining mobility of persons and supply of essential goods and services, shall be considered essential logistics assets during fuel supply distributions	Diesel/ Gasoline/ Jet Fuel	
• Financial institutions and payment systems ○ Banks ○ Remittance centers • Payment processing services	Diesel/ Gasoline	
• Waste management	Diesel	
TIER 3: Important / Societal & Economic Stability (Semi-Essential) Commercial & Other Manufacturing		**Limited allocation -** Fuel entitlement with volume controls
• Non-essential government operations ○ Administrative and regulatory agencies (non-emergency functions) ○ Courts, tribunals, and quasi-judicial bodies (non-urgent dockets) ○ Legislative offices (non-crisis session support) ○ GOCCs not performing critical utility or financial functions ○ LGU offices for routine permits, licensing, and administration *(Operations not enumerated in Tier 1)*	Diesel/ Gasoline	Digital fuel pass with volume quota / Scheduled Fueling Days
• Construction activities (construction activities aside from activities covered in Tier 2)	Diesel	
• Manufacturing sector (non-food, non-medical)	Diesel	
• Commercial sector: ○ Restaurants ○ Retail stores (hardware, clothing, appliances)	Diesel/ Gasoline/ LPG	
• Private logistics not related to essentials	Diesel/ Gasoline	

TIER 4: Supplementary / Conditional Priority (Non-Essential) Education, Supplementary and Conditional Sectors		**Restricted access** - strict entitlement and transaction restrictions
• Educational institutions	Diesel/ Gasoline	Conditional access/ By permit
• Non-critical transportation and commercial logistics ○ Private vehicles for personal use and recreational travel ○ Tourism transport (tourist buses, charter flights, cruise) ○ Non-essential commercial logistics (retail goods delivery) ○ Ride-hailing services for non-essential trips ○ Entertainment venue transport (casinos, resorts, events)	Diesel/ Gasoline	
• Recreation, Tourism & Leisure Sectors ○ Hotels and resorts (non-hospital functions) ○ Gyms, fitness studios, and amusement centers ○ Bars, nightclubs, and entertainment establishments ○ Tourist destinations, theme parks, heritage sites ○ Sports arenas and event venues (non-emergency) ○ Personal care services (salons, spas, massage centers)	Diesel/ Gasoline/ LPG	

Note: DOE to grant exemptions for critical or time-sensitive activities.

a. Adjustment and Flexibility

- The DOE can reclassify sectors under each Tier based on the nature and extent of the crisis or emergency (e.g., typhoon, fuel shortage, armed conflict) and in consideration of geographical conditions and/or the effects in the localities, with the objective of equitable distribution and allocation of petroleum products.
- Any reclassification affecting the operations of any sector shall be undertaken in consultation with the concerned lead agency, regulatory body, and other relevant authorities to ensure continued compliance with applicable sector-specific requirements, safety standards, and operational regulations.

b. Compliance and Monitoring

- In Alert Level 3, all entities receiving allocated fuel shall use fuel strictly for declared purposes. The recipient shall submit a usage report when required and shall be subject to audit and inspection when necessary.
- Non-compliance shall result in suspension of fuel access, administrative penalties, or other sanctions as provided by law.
- All responsible agencies shall implement monitoring, enforcement, and reporting mechanisms to ensure compliance with this tiered allocation framework, safeguarding public welfare, national security, and economic stability.

10. Strategic Petroleum Supply Distribution Mechanism

The enforcement of the SPSD through the Tiered Sectoral Allocation framework shall be carried out through a multi layered system of regulatory controls, access limitations, monitoring, and sanctions, implemented proportionately to the applicable Alert Level and consistent with the NFRI based assessment framework.

Enforcement teams shall observe proper identification, documentation, chain of custody, proportionality, and non-disruption of legitimate transactions. Bulk purchase shall not automatically be treated as hoarding unless supported by evidence of undue accumulation, unjustified refusal to sell, diversion, profiteering, or absence of valid operational justification.

a. Fuel Access Control and Authorization

Fuel access under Alert Level 3 shall be enforced through access passes, fuel caps, coding schemes, and Fuel Entitlement mechanisms, which operationalize the allocation percentages specified for each Tier and sector:

- **Access passes or digital authorizations** shall be issued only to eligible entities within each Tier, specifying permitted fuel types, quantities, and usage purpose;
- **Fuel caps** (daily, weekly, or per transaction) shall be imposed at the retail or bulk distribution level to enforce allocation ceilings;
- **Vehicle coding schemes** and priority lanes at retail fuel outlets may be activated to regulate private vehicle access and prioritize Tier 1 and Tier 2 sectors; and
- Under Alert Level 3, **centralized or fleet-based fuel entitlement systems** may be implemented to ensure that remaining supplies are distributed exclusively to designated critical users.

b. Retail, Bulk, and Supply Chain Monitoring

Compliance with allocation rules shall be enforced through heightened monitoring across the fuel supply chain, including:

- Mandatory daily or real-time inventory and sales reporting by refiners, importers, distributors, and retail outlets;
- Monitoring of retail station dispensing patterns, operating hours, and replenishment cycles to detect hoarding, diversion, or abnormal withdrawals;
- Supply chain security measures, including monitoring of fuel tankers, depots, and bulk facilities to prevent illegal diversion, theft, or unauthorized redistribution;
- Deployment of inter-agency monitoring teams at critical nodes of the supply chain during heightened alert levels; and
- Monitoring of fuel tanker movements and maritime fuel transport routes through PCG vessel traffic and maritime safety systems.

c. Inter-Agency Enforcement and Local Implementation

Enforcement shall be undertaken through coordinated action among national and local authorities, including:

- The DOE, in coordination with law enforcement and regulatory agencies, to issue directives, advisories, and operational guidelines implementing the allocation framework;
- Local government units (LGUs) to assist in on-the-ground enforcement, verification of eligible users, and localized monitoring of retail outlets and LPG distribution; and
- Security agencies to provide protective presence at critical energy infrastructure and along fuel transport routes, particularly under Alert Level 3.

- Identified government agencies and relevant downstream oil industry participants shall ensure that the Sectoral Tiered Allocation Framework is maintained and implemented effectively, including compliance monitoring, verification of eligible beneficiaries, enforcement of allocation controls, and reporting of any violations or supply constraints.

d. Auditability and Verification

All entities receiving allocated fuel shall be subject to post-allocation verification and audit, including:

- Submission of fuel usage reports demonstrating that fuel was utilized solely for authorized purposes;
- Random or targeted audits and inspections of fuel consumption, storage, and deployment; and
- Cross-checking of reported usage against inventory movement, entitlement limits, and sectoral allocation parameters.

e. Sanctions and Corrective Measures

Non-compliance with allocation rules shall trigger graduated enforcement actions, including:

- Immediate suspension, reduction, or revocation of fuel access for the offending entity;
- Administrative penalties and sanctions under applicable laws and DOE issuances;
- Seizure or forfeiture of illegally diverted or hoarded fuel; and
- Referral for criminal or civil liability where violations involve hoarding, profiteering, falsification, or diversion during an emergency.

Enforcement actions shall be without prejudice to the immediate reallocation of fuel supplies to compliant entities or higher priority sectors in order to protect public welfare and ensure continuity of critical services.

H. Command and Control

The Command-and-Control framework establishes the organizational structure, institutional roles, and inter-agency coordination mechanisms necessary to ensure a unified, responsive, and effective national response to oil and gas supply disruptions. This framework governs the implementation of contingency measures across all alert levels, with particular emphasis on the SPSD during Alert Level 3 (Emergency Energy Response Phase), and coordinates the actions of relevant government institutions, the private sector, and the NDRRMC Logistics and Response Clusters in pursuit of supply security, market stability, and protection of critical and life-sustaining services.

1. Task Force on Energy Resiliency

The TFER, created through DOE Circular 2018-01-0001 and expanded under DC2022-06-0028, serves as the primary operational body for energy sector response under the NOGCP. The TFER is automatically activated upon the declaration of an Emergency Condition corresponding to Alert Levels 1, 2, or 3, and is headed by the Energy Secretary or a designated Undersecretary as Chairperson, with the Energy Policy and Planning Bureau serving as Head Secretariat.

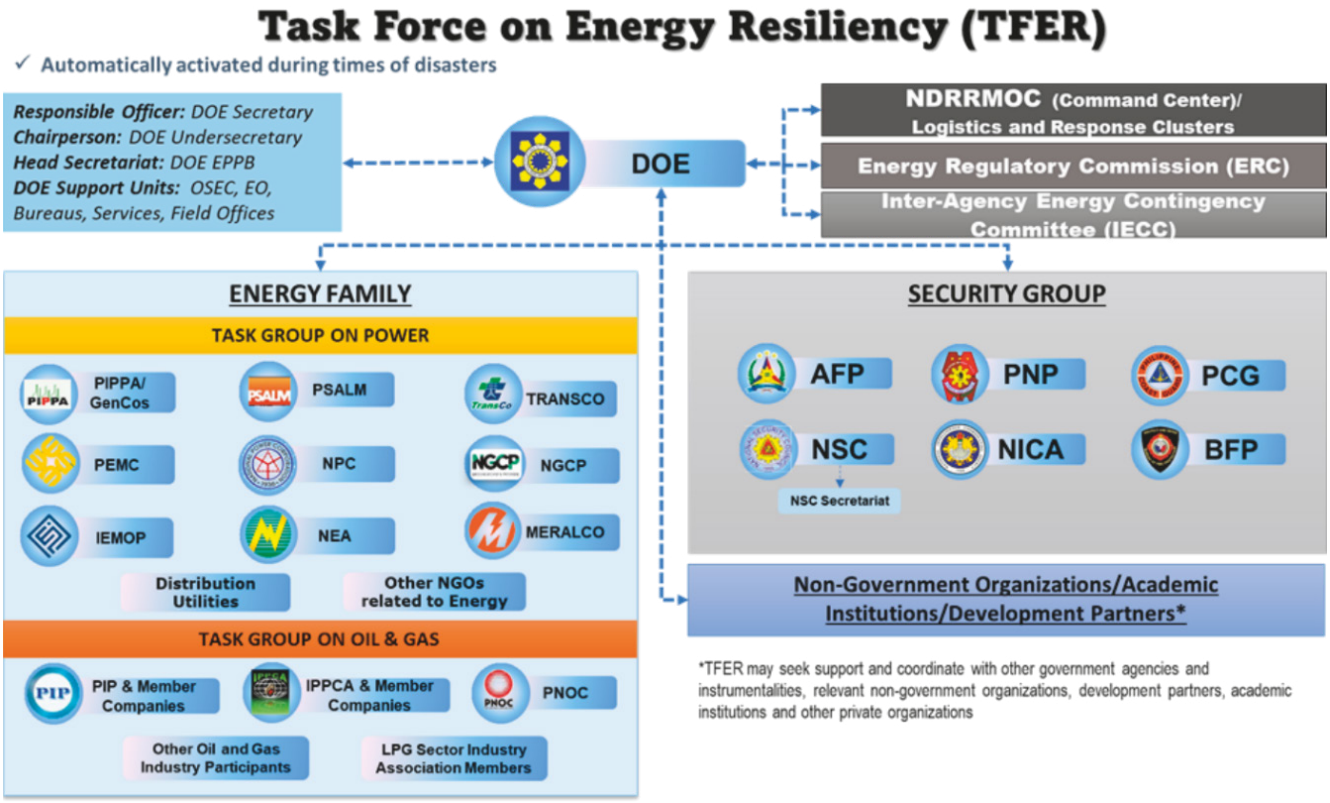


Figure 5. TFER Organizational Structure as per DC2022-06-0028

For purposes of the NOGCP, the TFER performs its coordinating and operational functions through two task groups: the Task Group on Oil and Gas (led by OIMB) and the Task Group on Power (led by EPIMB). These task groups provide the DOE with the sectoral operational capacity to implement supply monitoring, distribution controls, demand management, and emergency response across the downstream oil and gas industry and the power sector, respectively.

Under Alert Level 3, the TFER serves as the operational coordination hub for the activation and implementation of the SPSD, ensuring that the tiered sectoral allocation framework, fuel entitlement systems, enhanced coding schemes, and fuel quota mechanisms are implemented consistently, equitably, and in real time across national and local levels.

Further, as a member of the NDRRMC, the TFER coordinates directly with the National Disaster Risk Reduction and Management Operations Center (NDRRMOC). The response needs from the Task Force members are coordinated by the TFER Secretariat to the concerned members of the NDRRMC Logistics and Response Clusters, and vice-versa. Moreover, regulatory requirements and compliance matter that may affect disaster response are also communicated and coordinated to the ERC.

a. Organizational Composition

The TFER is composed of the following attached and cooperating agencies, organized by sector:

Table 6. TFER Composition

Task Group	Lead and Members
Task Group on Oil and Gas	**Lead: DOE Oil Industry Management Bureau (OIMB)** Members: PNOC, PNOC-Exploration Corporation (PNOC-EC), Philippine Institute of Petroleum (PIP) and member companies, Independent Philippine Petroleum Companies Association (IPPCA) and member companies, LPG Sector Industry Association members, and other oil and gas industry participants
Task Group on Power	**Lead: DOE Electric Power Industry Management Bureau (EPIMB)** Members: National Electrification Administration (NEA), National Power Corporation (NPC), National Transmission Corporation (TransCo), National Grid Corporation of the Philippines (NGCP), Power Sector Assets and Liabilities Management Corporation (PSALM), Manila Electric Company (MERALCO) and Distribution Utilities (DUs), Philippine Independent Power Producers Association (PIPPA) and Power Generation Companies (GenCos), Philippine Electricity Market Corporation (PEMC), Independent Electricity Market Operator of the Philippines (IEMOP), and other non-government organizations (NGOs) related to energy
Public Order, Safety and Security Group	NSC Secretariat; National Intelligence Coordinating Agency (NICA), PNP, AFP, BFP, PCG - National Operation Center for Oil Pollution (NOCOP), and other security agencies as needed
NGOs / Academic / Development Partners	Philippine Disaster Resilience Foundation (PDRF), relevant academic institutions, development partners, and other private organizations as may be engaged by TFER
Other government agencies	Office of the President (OP), NDRRMC, DOF, BOC, BIR, DTI, DILG, DFA, DOTr, MARINA, Philippine Ports Authority (PPA), PNP, PCG, Department of National Defense (DND), AFP, DBM, DICT, DA, Bureau of Fisheries and Aquatic Resources (BFAR), Philippine Fisheries Development Authority (PFDA), National Irrigation Administration (NIA), LTO, and DEPDev.

TFER Coordination with NDRRMC

As a member of the NDRRMC National Disaster Response Clusters, the TFER, through the DOE, coordinates directly with the NDRRMOC. Under Alert Level 3 and particularly during SPSD activation, the TFER Secretariat coordinates with the Logistics Cluster, among others, to obtain logistical augmentation, enforcement support, and inter-agency resource mobilization necessary for the ground-level implementation of the tiered sectoral fuel allocation framework.

In coordinating with the NDRRMC, the TFER shall:

- Submit consolidated situation reports to the NDRRMOC focusing specifically on fuel supply gaps that directly threaten critical public services, disaster response operations, and life-sustaining facilities, as well as logistical gaps that require inter-agency response, to enable the Council to anticipate and manage secondary humanitarian consequences;

- Coordinate with the NDRRMC Logistics Cluster and concerned agencies to facilitate the movement of fuel tankers and the transport of petroleum products to priority sectors, including access and route coordination to ensure the uninterrupted flow of critical fuel supply;
- Request augmentation of Mobile Dispensing System (MDS) operations in remote, island, and disaster-affected communities where conventional retail distribution is disrupted;
- Coordinate with LGUs for the safe and equitable distribution of fuel within affected communities; and
- Coordinate with the NDRRMC to ensure interoperability and harmonization of response efforts where SPSD implementation intersects with a declared State of Calamity.

b. Energy Sector Emergency Operations Center (ESEOC)

The DOE Energy Sector Emergency Operations Center (ESEOC), located at the DOE Head Office in Bonifacio Global City, Taguig City, serves as the central hub for situational monitoring, inter-agency coordination, and operational direction during NOGCP activation. Where the primary ESEOC is inoperational, command functions transfer to the DOE Luzon Field Office (LFO) in Pangasinan, with the DOE Visayas Field Office (VFO) and Mindanao Field Office (MFO) designated as tertiary alternate sites to ensure nationwide operational continuity.

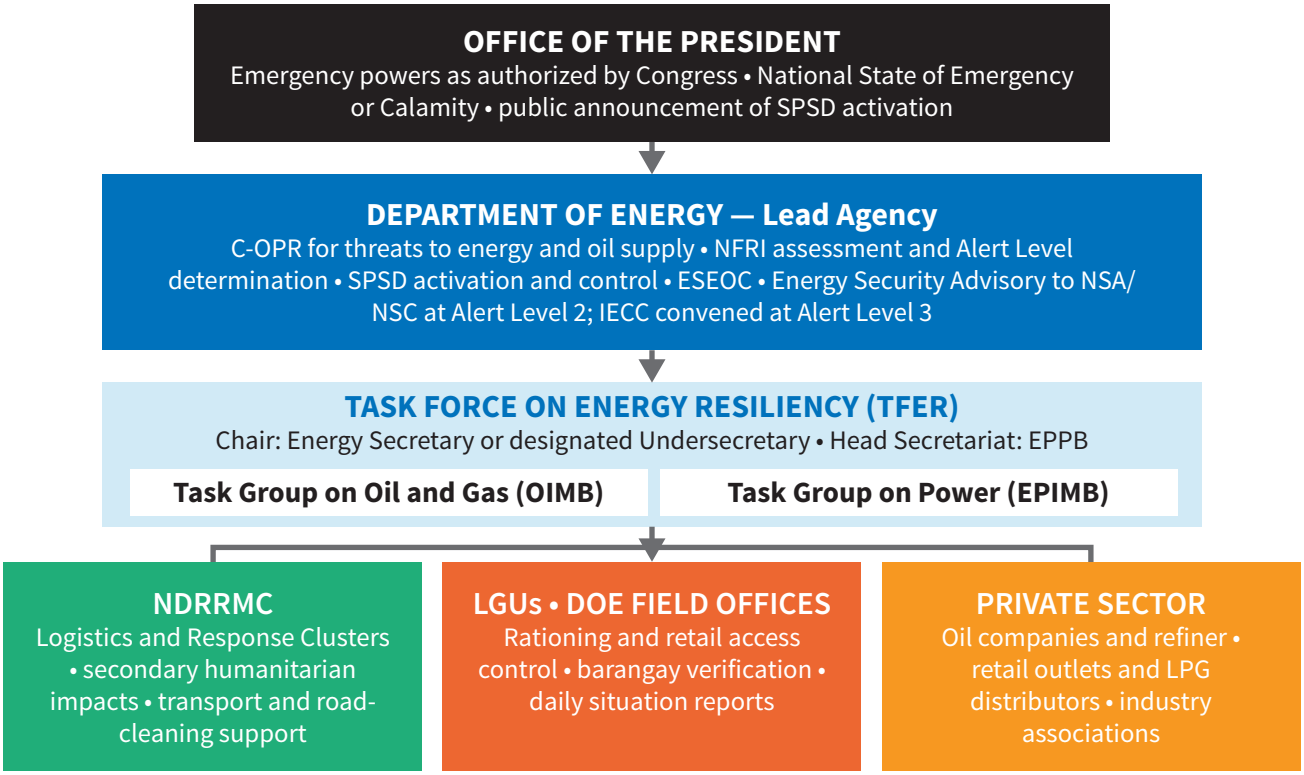


Figure 6. NOGCP Command, Coordination and Reporting Architecture.

2. Roles and Responsibilities

The effective implementation of the NOGCP, particularly the SPSD under Alert Level 3, requires a clearly delineated distribution of functions across national government agencies, local government units, security and enforcement bodies, and private sector participants. The following sub-sections define the operational responsibilities of government institutions and private sector stakeholders in support of the Command-and-Control framework.

Concerned stakeholders shall designate permanent and alternate representatives with the authority and technical capacity to support NOGCP coordination, information sharing, and response actions. The DOE, the designated secretariat, shall maintain and regularly update the official roster, including contact details and organizational changes, to ensure continuity of representation and reliable communication during preparedness, response, recovery, and post-incident assessment activities.

2.1 Government

a) DOE

The DOE serves as the lead agency for NOGCP implementation and the primary authority for SPSD activation and management. Its responsibilities include:

- Recommend to the Office of the President the adoption of additional emergency measures, including temporary fuel conservation policies, demand restraint mechanisms, and regulatory interventions, as circumstances may require.
- Declare and manage the transition between Normal Condition and Emergency Condition alert levels based on NFRI assessments and trigger indicator thresholds;
- Activate and oversee the TFER as the operational arm for energy sector emergency response, and convene the IECC as the strategic policy coordination body;
- Issue directives, advisories, and allocation guidelines to all downstream oil industry participants covering inventory management, supply augmentation, fuel distribution, price monitoring, and compliance with anti-hoarding and anti-profiteering measures;
- Operationalize the SPSD by implementing the tiered sectoral allocation framework, fuel distribution systems, access pass mechanisms, and vehicle coding schemes governing petroleum product distribution under Alert Level 3;
- Direct PNOC and PNOC-EC to undertake spot cargo procurement and release volumes into the domestic market to augment in-country inventories; and mandate all licensed domestic storage terminals to provide priority ullage allocation for the receipt and storage of state-procured emergency volumes, to prevent discharge delays, vessel demurrage costs, and terminal-level gridlock on government-directed fuel cargoes;
- Mandate real-time and daily inventory reporting by all refiners, importers, distributors, and retail outlets, and monitor supply chain compliance through inter-agency monitoring teams deployed at critical nodes;
- Coordinate with the DFA and oil companies to engage diplomatic and bilateral channels for securing preferential access to supplemental fuel supplies and implementing government-to-government procurement supported by the DBM;
- Coordinate with the DICT for the development and deployment of the digital based (preferably QR-code-based) Fuel Entitlement Platform and integration with LTO vehicle registry and LTFRB franchise databases;
- Deploy Mobile Dispensing Units to areas with limited supply access, in coordination with LGUs and the NDRRMC;
- Issue post-allocation verification and audit requirements to all entities receiving allocated fuel, and enforce graduated sanctions for non-compliance including suspension or revocation of fuel access;

- Provide consolidated situation reports to the Office of the President, NDRRMC, ERC, and IECC, and conduct public communication on fuel supply status, conservation measures, and regulatory directives;
- Exercise such other powers and functions as may be necessary to ensure energy security, maintain stability in the downstream oil industry, and protect public welfare during periods of actual or imminent fuel supply disruption;
- For incidents involving actual or potential oil spills and Hazardous and Noxious Substances (HNS) releases, TFER shall coordinate with NOCOP through the PCG for environmental emergency assessment, response coordination, and resource mobilization; and
- Provide protection from penalties and customer claims for LPG companies acting in good faith and in compliance with lawful DOE rationing, allocation, or reallocation directives.

b) Office of the President

Under Alert Level 3, the Office of the President exercises the following functions:

- Declare a National State of Emergency and/or National State of Calamity upon recommendation of the DOE Secretary, thereby activating the full legal authority for emergency energy measures;
- Exercise emergency powers as may be authorized by Congress pursuant to Article VI, Section 23(2) of the 1987 Constitution, to enable government-directed coordination and temporary control of downstream oil industry operations where necessary;
- Direct government-led coordination and, where duly authorized under emergency powers, temporarily direct the operations of persons or entities engaged in the downstream oil industry, including the petroleum refinery operated by Petron, to sustain operations and prioritize domestic allocation;
- Facilitate emergency crude oil and feedstock procurement through PNOC-led spot purchases and government-to-government arrangements to sustain refinery operations during the emergency period; and
- Issue executive directives activating comprehensive economic and fiscal interventions, including extraordinary budgetary appropriations, targeted subsidies, tax and tariff relief, and credit support measures to safeguard national economic stability.

c) National Disaster Risk Reduction and Management Council

The NDRRMC provides whole-of-government coordination, enforcement augmentation, and logistical support to TFER under Alert Level 3, particularly in support of SPSD implementation. Its responsibilities include:

- The DOE retains command and control for fuel supply security and market stability. The NDRRMC Logistics Cluster and other Response Clusters shall support the management of secondary humanitarian impacts arising from supply disruption, including impacts on critical and life-sustaining public services.
- Activate the NDRRMC Logistics Cluster to facilitate inter-agency coordination and transportation support for SPSD ground implementation, particularly in areas affected by significant supply chain disruptions and declared state of calamity.

- Facilitate road clearing operations, access corridor management, and emergency transport routes for petroleum products, including the exemption of fuel tankers from truck bans in coordination with MMDA, LGUs, and the PNP;
- Coordinate with the Department of Social Welfare and Development (DSWD) for the distribution of emergency fuel assistance and targeted subsidies to vulnerable populations, including transport sector workers and indigent households;
- Provide manpower, equipment, and resource augmentation to DOE Field Offices and TFER operations, particularly in areas with severely constrained access, through deployment of NDRRMC response assets;
- Support the conduct of Post-Disaster Needs Assessment (PDNA) and transition planning from the emergency response phase to early recovery in coordination with the TFER Secretariat; and
- Serve as the coordination gateway between the energy sector and other NDRRMC clusters, ensuring alignment of fuel supply management with broader disaster response and humanitarian operations.

d) Other National Government Agencies

Other national government agencies perform the following coordinating and enabling functions under the NOGCP Command and Control framework:

Department of Agriculture:

- Monitor fuel-related disruptions and assess their impacts on national food production, agricultural operations, and food supply chains;
- Implement fuel subsidy programs for affected eligible farmers and fisherfolk; and
- Recommend emergency interventions to protect food security and stabilize agricultural and fishery production.

Bureau of Fisheries and Aquatic Resources

- ✏ Monitor disruptions affecting fish production, fish supply chains, and coastal food systems and assess their impact;
- ✏ Identify fuel requirements for aquaculture operations and implement fuel allocation for registered fisherfolk; and
- ✏ Coordinate with PFDA and LGUs on continuity of fish landing, storage, and market distribution operations.

Philippine Fisheries Development Authority

- ✏ Monitor disruptions affecting fish transport and preservation;
- ✏ Ensure operational continuity of fish ports, fish landing centers, cold storage facilities, and fish processing and trading hubs;
- ✏ Coordinate fuel allocation for fisheries logistics and cold chain systems; and
- ✏ Implement contingency measures to reduce spoilage and food losses during fuel shortage.

National Irrigation Administration

- ✏ Identify critical irrigation systems requiring prioritized fuel allocation;
- ✏ Ensure operational continuity of fuel-dependent irrigation systems; and
- ✏ Develop contingency measures for irrigation operations during prolonged fuel supply disruptions.

Department of Budget and Management:

- Process emergency allotment releases for fuel subsidy programs, government-to-government procurement, and PNOC supplemental budget authorization; and
- Support the DOE in implementing extraordinary budgetary appropriations pursuant to declared emergency powers.

Department of Economy, Planning and Development:

- Assess and provide recommendations consistent with its mandate on macroeconomic monitoring and national development planning, and its role as a DBCC member agency alongside the DOF and DBM in response to a national fuel and energy emergency.

Department of Foreign Affairs:

- Engage diplomatic and bilateral channels to secure preferential access to supplemental fuel supplies and facilitate government-to-government petroleum procurement;
- Notify and engage with ASEAN partners regarding supply stress and explore APSA mechanisms for emergency access to regional inventories; and
- Provide timely advice to DOE on the status of relevant international economic trade sanctions on certain countries that will impact Philippine access to crude oil and petroleum products.

Department of Information and Communications Technology:

- Cooperate with the DOE in the development and deployment of the digital/QR-code-based Fuel Entitlement Platform, including integration with LTO vehicle registry and LTFRB franchise databases, digital access passes, weekly quota management systems, and real-time inventory reconciliation; and
- Ensure the ICT infrastructure and communication systems necessary for SPSD implementation are operational and secure.

Department of the Interior and Local Government:

- Issue directives and guidelines to all LGUs for the localized implementation and enforcement of the SPSD, including fuel rationing protocols, retail station access control, and supply distribution monitoring at local fuel retail outlets and distribution points; and
- Mobilize and coordinate with the PNP and the BFP to ensure heightened security, safety compliance, and static enforcement presence at critical fuel retail outlets, bulk storage terminals, and strategic fuel transport routes.

Bureau of Fire Protection

- ✏ The BFP is the primary government agency responsible for fire prevention, fire suppression, Hazardous Materials (HAZMAT) response, rescue, and fire investigation in incidents involving petroleum tank trucks/lorry tanks and other land transportation vehicles carrying petroleum products.

- ✏ Prevent and suppress destructive fires involving land transportation vehicles and equipment and petroleum industry installations, as well as the enforcement of the Fire Code and related laws.
- ✏ Establish mutual-aid arrangements among BFP stations, oil companies, petroleum haulers, LGUs and other emergency response organizations.
- ✏ Establish regular joint exercises/drills involving BFP, DOE, PNP, LTO, LGUs, oil companies, petroleum haulers, and other concerned agencies.
- ✏ Retain responsibility for the fire safety inspection and fire safety certification of tank trucks/ conveyances transporting hazardous materials and petroleum products, in accordance with the fire code and applicable BFP rules and standards.
- ✏ Administer and enforce the Fire Code, including inspecting hazardous conditions and materials and requiring fire-safety inspection as a prerequisite for permits involving, among other things, the storage, handling and/or use of combustible, flammable, toxic and other hazardous materials.

Department of National Defense:

- Oversee the prompt operations of the AFP and the Office of Civil Defense (OCD);
- Ensure prompt and appropriate deployment of military and civil defense capabilities during crises; and
- As Chairperson of the NDRRMC, ensure a whole-of-government approach to crises, both natural and man-made disasters.

Department of Finance / Bureau of Customs / Bureau of Internal Revenue:

- Recommend and implement easing of importation restrictions to enable timely entry of petroleum products from alternative and non-traditional sources;
- Coordinate the temporary suspension of applicable excise taxes on petroleum products upon Presidential direction;
- Ensure timely processing and issuance of customs clearances and import permits in coordination with DOE-directed emergency procurement; and
- Facilitate emergency foreign exchange availability and access to supplemental budget appropriations for government petroleum procurement.

Department of Science and Technology:

- Provide baseline risk information and early warnings through its relevant agencies, including PAGASA and PHIVOLCS, to support timely risk assessment, preparedness, and decision-making;
- Provide technical and scientific advisory support on potential hazards, impact scenarios, and emerging risks that may affect oil and gas facilities, infrastructure, supply chains, and operations; and
- Support research and development (R&D) of innovative, alternative, and resilient technologies, systems, and processes to enhance the continuity and reliability of oil and gas supply chains during emergencies and disruptions.

Department of Transportation/Maritime Industry Authority/Philippine Ports Authority:

- Facilitate priority berthing and accelerated unloading operations for petroleum product tankers at all major ports;
- Coordinate with MMDA and LGUs to enforce temporary suspension or exemption of truck bans for fuel tankers to ensure timely replenishment of retail stations;
- Recommend and implement expedited administrative procedures, where legally permissible, to facilitate fuel cargo deliveries without compromising maritime safety standards, vessel certification requirements, statutory surveys, safe manning requirements, and applicable international convention obligations; and
- MARINA shall provide technical guidance and oversight on maritime matters affecting the transport of petroleum products by sea, including vessel certification, statutory surveys, safe manning, and compliance with applicable national and international maritime regulations.

Department of Trade and Industry:

- Identify and classify essential logistics and transport entities for inclusion in Tier 2 fuel allocation categories, in consultation with the logistics sector through Logistics Services Philippines (LSPH) and the Supply Chain and Logistics Center (SCLC);
- Establish clear accreditation and verification guidelines for freight and delivery service providers transporting basic necessities, prime commodities, agricultural inputs, and export goods;
- Monitor prices of basic and prime commodities as defined under RA 7581 and implement appropriate price stabilization measures; and
- Coordinate anti-profiteering and anti-hoarding enforcement with the DOE, DILG, PNP, and LGUs across retail stations and supply chain facilities.

Armed Forces of the Philippines:

- Provide security and military protection for strategic petroleum infrastructure—including refineries, storage terminals, bulk depots, pipelines, ports, airports, and fuel logistics networks—against sabotage, terrorism, armed attacks, and other security threats;
- Provide strategic airlift, sealift, engineering, communications, and logistics support for government-directed fuel distribution, particularly in geographically isolated and disadvantaged areas (GIDAs);
- Assist civilian authorities, upon lawful order of the President and in accordance with existing laws, in maintaining security and public order during declared emergencies; and
- Support the protection of other designated critical energy infrastructure as directed by the government.

Land Transportation Office:

- Provide data on registered vehicles;
- Assist in identifying and validating priority transport units; and
- Disseminate official advisories through its central and field offices nationwide.

Philippine Coast Guard:

- Monitor maritime fuel transport routes, and coordinate vessel traffic management, emergency towing arrangements, marine casualty response, and pollution response operations.

Philippine National Police:

- Enforce anti-hoarding, anti-diversion, and anti-profiteering measures at fuel retail outlets and supply chain facilities, including the apprehension of violators and seizure of illegally hoarded petroleum products;
- Coordinate joint inspection and monitoring activities with DOE, DTI, and LGUs through inter-agency teams deployed to retail stations and bulk distribution nodes; **(see Annex E for the Guidelines on Fuel Retail Station Monitoring and Inspection)**
- Provide security presence at critical energy infrastructure, fuel depots, import terminals, and fuel tanker routes under Alert Level 3; and
- Activate Special Task Force mechanisms for domestic fuel security, including anti-smuggling operations at coastal areas and borders.

e) Government-Owned or Controlled Corporations (GOCCs)

Philippine National Oil Company and PNOC-Exploration Corporation:

PNOC and PNOC-EC serve as government-owned instrumentalities for emergency petroleum procurement and supply augmentation. Under Alert Level 3 of the NOGCP, PNOC and PNOC-EC shall:

- Upon DOE activation (Alert Level 3) and assuming funding and budget authorization, procure spot cargoes and release purchased volumes to augment domestic inventories;
- Implement DOE-directed PSPR protocols in coordination with the TFER Task Group on Oil and Gas;
- Support government-to-government procurement (DBM-funded) and DFA-facilitated bilateral supply arrangements, including engagement of ASEAN partners under APSA for emergency access to regional inventories; and
- Submit procurement and operational situation report to the TFER Secretariat at prescribed intervals during activation.

f) Local Government Units

LGUs play a critical frontline role in implementing the SPSD and NOGCP measures at the community and municipal levels. Under Alert Level 3, LGUs shall:

- Implement SPSD measures within their jurisdictions, including the enforcement of fuel rationing, access control at retail fuel outlets, and localized distribution protocols consistent with DOE directives;
- Designate priority access lanes, secured distribution points, and barangay-level verification systems for the equitable distribution of allocated petroleum products to eligible recipients;
- Coordinate the operations of units within their localities, including site designation, community mobilization, and coordination with DOE Regional Officers;
- Submit daily situation reports to DOE Field Offices and DILG on observed supply conditions, retail station compliance, and distribution irregularities within their jurisdictions;

- Enforce local ordinances against hoarding, panic buying, and unauthorized price increases in coordination with PNP and DOE field teams;
- Assist in the verification of eligible users in Tier 1, Tier 2, and Tier 3 allocation categories within their local areas, including confirmation of operational status for essential services, hospitals, and transport providers; and
- Participate in post-implementation assessments and after-action reviews to identify local-level gaps and improvements for future contingency activations.

2.2 Private Sector

The private sector – comprising oil companies, petroleum importers, LPG distributors, retail outlet operators, and other downstream oil and gas industry participants—constitutes an indispensable operational partner in the implementation of the NOGCP and SPSD. The Command-and-Control framework assigns specific compliance, reporting, distribution, and coordination responsibilities to private sector entities to ensure that supply security measures are implemented throughout the entire downstream supply chain.

a) Oil Companies, Petroleum Importers, and Refiners

Oil companies, petroleum importers, and the domestic refinery operator (Petron Bataan) shall, under the NOGCP Command and Control framework:

- Comply with the SPSD Tiered Sectoral Allocation Framework;
- Comply with DOE allocation, augmentation, and distribution directives for procurement/importation, refining, storage, and product release during Emergency Condition alert levels;
- Submit required weekly inventory, pump price, and supply-chain reports to the TFER Secretariat (via DOE-OIMB), including depot stocks, in-transit volumes, delivery schedules, storage capacity, and constraints;
- Implement SPSD tiered allocations and depot/terminal fuel caps; release fuel only to authorized entities with valid access passes/entitlements;
- Support DOE-directed spot sourcing (traditional/non-traditional) and government-to-government procurement; coordinate with PNOC/PNOC-EC on augmentation and domestic release of procured volumes;
- Activate BCPs/ERPs to sustain operations (alternate sourcing and routes, security protocols) and comply with anti-hoarding/anti-diversion/anti-profiteering rules and post-allocation verification/audit requirements.
- Maintain operational inventory and ensure the operational readiness of storage, terminal, and transport facilities to support uninterrupted fuel distribution during Emergency Conditions.
- Immediately report any actual or anticipated disruption affecting refinery operations, import schedules, shipping routes, depot operations, or transport logistics that may materially affect domestic fuel supply availability.
- Cooperate with government-directed fuel conservation, demand management, and public communication initiatives intended to stabilize market conditions and prevent panic buying during Emergency Conditions.

b) LNG import terminal operators and LNG importers

- Submit to the DOE daily LNG inventory levels, including the corresponding estimated days of supply remaining, based on actual inventory and prevailing consumption requirements;
- Submit to the DOE the estimated time of arrival (ETA) of inbound LNG delivery vessels, together with the relevant contractual status and delivery commitments;
- Provide the DOE with access to LNG terminals, relevant facilities, and pertinent records, as may be necessary, to enable the DOE to validate inventory levels, delivery schedules, contractual commitments, and the overall adequacy of LNG supply; and
- Submit to the DOE an alternate fuel supply strategy for gas-fired power plants, identifying available alternative fuels, such as indigenous natural gas, diesel, condensate, or other technically and commercially viable fuels, that may be utilized in the event of an LNG supply restriction or disruption.

c) Liquid Fuel Retail Outlets (Gasoline Stations) and LPG Distributors

Retail fuel stations and LPG distributors serve as the primary point of contact between the fuel supply chain and end consumers. Under the NOGCP Command and Control framework, retail outlets and LPG distributors shall:

- Implement DOE-directed access controls (fuel entitlements/QR passes, per-transaction or per-vehicle caps, and priority lanes for Tier 1–2 users);
- Enforce the Enhanced Coding Scheme for private-vehicle fueling schedules during Alert Level 3, as applicable;
- Submit timely inventory and sales/throughput reports to DOE-OIMB/Field Offices and promptly flag anomalies, hoarding, panic buying, or other irregularities (including via eGovPH eReport);
- Post clear notices on purchase limits, coding schedules, and priority access rules; refuse sales to unauthorized entities, non-compliant containers (DC2017-11-0011), or transactions exceeding caps without valid exemption;
- Cooperate with PNP/LGUs/inter-agency monitors during inspections and provide accurate inventory, sales, and pricing documentation; for LPG distributors, enforce household rationing (one 11-kg cylinder per household per month) during Alert Level 3 and coordinate barangay-level verification with DOE/LGUs.
- Ensure continuous operation of dispensing facilities, subject to safety and security considerations, and promptly notify the DOE and LGUs of any operational disruption, temporary closure, or supply depletion.
- Maintain operational inventory and complete and accurate records of fuel deliveries, inventory movements, and retail transactions for audit and verification purposes during and after Emergency Conditions.
- Implement measures to prevent unauthorized bulk purchases, fuel diversion, container-based hoarding, and other circumvention schemes intended to evade allocation or rationing mechanisms.

d) Philippine Institute of Petroleum, Independent Philippine Petroleum Companies Association, and LPG Industry Associations

The PIP, IPPCA, and LPG Sector Industry Associations shall:

- Serve as coordination channels between DOE-TFER and member companies during Emergency Condition alert levels;
- Rapidly disseminate DOE directives/guidelines and support sector-wide compliance;
- Consolidate and submit aggregated member supply, inventory, and distribution data to the TFER Secretariat at DOE-prescribed frequencies;
- Coordinate industry assessments of supply gaps, logistics constraints, and infrastructure risks; recommend allocation/sourcing adjustments; and participate in TFER coordination and post-implementation reviews.

e) Generation Companies Using Diesel, LNG, and Other Fuel for Start-Up Operations

- Submit real-time Technical Inventory and Fuel Runway Reports.
- Cooperate with EPIMB field audit teams, grid operators, and law enforcement personnel during on-site physical fuel inventory verifications, ensuring accurate documentation of fuel and that any fuel allocated under the SPSD is used solely for the declared generation requirement.

f) Philippine Disaster Resilience Foundation and Development Partners

The PDRF and other development partners provide coordination support, technical assistance, and inter-sectoral linkages to the TFER during NOGCP activation. Their responsibilities include:

- Support TFER and private-sector energy stakeholders in implementing business continuity, preparedness, and operational resilience measures;
- Facilitate private-sector coordination and information sharing within the TFER structure (oil and gas companies, utilities, critical facilities);
- Provide technical assistance, training, and capacity-building to TFER task groups/ member organizations; and
- Coordinate with international partners/donors to support emergency fuel procurement, SPSD-enabling ICT needs, and recovery planning.

I. Emergency Communication

This Emergency Communication framework is operationally anchored on the NFRI and corresponding Alert Levels under the NOGCP, ensuring that public communication thresholds, escalation timing, and messaging posture remain consistent with technical risk assessments.

The Philippines recognizes that timely, accurate, and coordinated public communication is a critical component in the effective implementation of the SPSD system during periods of severe fuel supply disruption. In emergency conditions, clear and authoritative communication serves not only to inform the public but also to stabilize market behavior, prevent disorder, and maintain public trust in government interventions.

Accordingly, the DOE, in close coordination with the NDRRMC, PCO, DTI, DILG, PNP, AFP, and other relevant agencies, shall implement a centralized and integrated emergency communication framework. Further, the AFP shall provide verified security assessments and operational information relating to critical energy infrastructure protection to support unified government messaging.

This framework is designed to:

- Ensure that the public is promptly informed of SPSD activation and operational measures;
- Prevent panic buying, hoarding, profiteering, and the spread of misinformation;
- Promote orderly public compliance with fuel management policies;
- Maintain public confidence in government-led fuel distribution and allocation systems; and
- Ensure consistent and synchronized communication across national and local government levels.

1. Media Communication

The Media component of the NOGCP Emergency Communication Framework serves as the primary mechanism for delivering timely, accurate, and coordinated public information during SPSD activation. It ensures that all communication — from national-level announcements to local advisories — is clear, consistent, and authoritative, using a centralized, whole-of-government approach led by the DOE in coordination with key agencies.

a. SPSD Activation Announcement

The formal activation of the SPSD under Alert Level 3 shall be publicly announced by the President of the Philippines, upon the recommendation of the DOE. This high-level announcement ensures national authority, clarity of policy direction, and unified communication across all sectors.

The announcement shall provide a clear and transparent explanation of the situation, including the nature and cause of the fuel supply disruption, while emphasizing that fuel distribution re-mains operational under government management. It shall reassure the public that essential services—including healthcare, emergency response, utilities, and food supply—will continue to receive uninterrupted fuel access. In support of consistent and effective public communication, the DOE–Public Affairs Office (PAO) has established a messaging guide to standardize the framing, tone, and delivery of official communications across all platforms during emergency conditions. (Please see **Annex G.1**)

In addition, the announcement shall outline temporary allocation mechanisms, access controls, and fuel management measures to be implemented. It shall direct the public to official government communication channels for verified updates and guidance.

Messaging shall be carefully calibrated to maintain public confidence — avoiding alarmist or speculative language and emphasizing stability, continuity, orderly implementation, and the sufficiency of fuel supply for priority and critical sectors.

The DOE, PCO, NDRRMC, DILG, PNP, AFP, LGUs, and industry partners shall use a single verified message architecture, such as but not limited to: (1) what happened; (2) what government is doing; (3) what sectors are protected; (4) what the public must do; (5) where to verify information. Communication shall include rumor control, myth-versus-fact advisories, local language versions, and guidance against panic buying.

b. Public Information and Media Management

All government communications relating to SPSD implementation shall adhere to a strict set of principles to ensure clarity, credibility, and effectiveness. These include accuracy and consistency of information, timeliness of updates, transparency balanced with public order considerations, and adherence to a single-source verification protocol.

A whole-of-government communication approach shall be enforced, ensuring that all agencies deliver coordinated and harmonized messages. No agency, official, or spokesperson shall independently release fuel supply figures, allocation policies, or operational directives without prior coordination with the DOE. Coordination with the NDRRMC shall be strictly required only for the release of information pertaining to disaster response operations, public safety protocols, and the secondary humanitarian impacts of the fuel disruption. Further, PCO approval shall only be required for statements issued on behalf of or attributed to the President of the Philippines.

c. Anti-Hoarding and Pre-Announcement Operational Measures

To mitigate the risk of panic buying and fuel hoarding prior to or during SPSD activation, certain operational measures shall be implemented ahead of public announcement when deemed necessary. These include the pre-deployment of enforcement personnel, the issuance of controlled dispensing instructions to fuel stations, and the activation of inventory accounting protocols among Gasoline and LPG retail outlet stations.

The DOE may direct the immediate implementation of temporary fuel purchase caps, while PNP, DILG (through LGUs), NEA, and other concerned agencies conduct inspections and monitoring activities to prevent abnormal transactions. Early enforcement deployment shall prioritize high-risk and high-impact areas, including major urban centers, critical logistics corridors, ports and airports, high-density retail areas, and LPG distribution hubs.

1) Rumor Control and Misinformation Management

Recognizing the risks posed by misinformation during emergency situations, the DOE, PCO, and NDRRMC shall establish a centralized rumor verification and response mechanism. This mechanism shall systematically monitor information channels, including traditional media and social media platforms, for inaccurate or misleading content related to fuel supply conditions.

Key measures shall include development and dissemination of regular clarificatory communications to provide accurate and timely information, and to address emerging misinformation, rumors, and other public concerns. Only authorized government spokespersons shall be allowed to issue official SPSD-related statements, ensuring message discipline and credibility.

2) Public Hotline and Grievance Mechanism

A national hotline and integrated digital reporting platform shall be established to provide the public with a direct channel for inquiries, complaints, and verification. This mechanism shall address concerns related to fuel access, retail violations, hoarding behavior, pricing irregularities, and fuel entitlement issues.

All complaints shall be coordinated through appropriate agencies, including the DOE, DILG, PNP, LGUs, and relevant consumer protection bodies. This system ensures not only responsiveness to public concerns but also provides real-time field intelligence to support enforcement and policy adjustments.

3) Local Government and Regional Coordination

LGUs shall serve as frontline implementers of the communication framework at the community level. They shall disseminate localized operational guidelines, reinforce public information campaigns, support enforcement activities, and assist vulnerable populations and essential service providers.

To enhance regional coordination, the DOE shall activate Regional Emergency Operations Centers (REOCs) through its field offices. These centers shall serve as nodes for communication, monitoring, and operational coordination across regions.

d. Media Briefing/Reporting Schedule

A structured and predictable media briefing schedule shall be implemented to ensure continuous public awareness and transparency. Under activation of SPSD, inter-agency situation briefings shall be conducted daily to maintain operational coordination.

Public reporting and announcements shall be conducted daily during the initial phase of activation, which shall refer to the first three weeks following the activation of the SPSD, to provide updates on supply conditions, government actions, and compliance requirements. Thereafter, inter-agency situation briefings and national fuel situation updates shall be conducted and issued weekly, unless conditions require more frequent advisories.

The DOE may increase the frequency of briefings based on evolving conditions, including rapid inventory declines, localized disruptions, emerging security concerns, infrastructure damage, or significant developments in international oil markets.

Table 7. Media Briefing and Reporting/Announcement Schedule

Alert Level / Phase	Type of Briefing	Frequency / Schedule	Lead Agency / Office	Purpose
Upon Activation of SPSD	Inter-Agency Situation Briefing	Daily	**DOE-TFER**	Maintain operational coordination among concerned agencies and stakeholders
Initial Activation Phase (First 3 weeks)	Media Reporting/ Announcement to the Public	Daily	**DOE–PAO/ PCO/ NDRRMC** in coordination with OIMB and TFER	Provide updates on fuel supply conditions, government actions, and compliance measures to the public
Post-Initial Activation Phase	Inter-Agency Situation Briefing	Weekly	**DOE-TFER**	Maintain operational coordination among concerned agencies and stakeholders
Post-Initial Activation / Sustained Operations	National Fuel Situation Update to the Public	Weekly	**DOE–PAO/ PCO/ NDRRMC** in coordination with OIMB and TFER	Inform the public on the overall fuel supply situation, market conditions, and response measures
Escalated or Evolving Conditions	Special Advisory / Emergency Briefing	As Necessary	**DOE–PAO/ PCO/ NDRRMC** in coordination with OIMB and TFER	Address rapid inventory decline, localized disruptions, security concerns, infrastructure damage, or major international oil market developments

e. Official Communication Platforms

The SPSD-related communications shall be disseminated through a multi-platform approach to ensure maximum reach and accessibility. At the national level, platforms include television broadcasts, government radio, official DOE, NDRRMC, and PCO websites, government social media accounts, and SMS cell broadcast systems where available.

At the local level, LGU communication systems, community radio stations, barangay public address systems, and local disaster risk reduction offices shall be utilized to reach communities directly.

Digital platforms shall also play a critical role, including the SPSD Fuel Entitlement Platform, government mobile applications, and integrated notifications through e-wallets and banking systems for fuel entitlement advisories.

f. Public Advisory and Messaging Protocols

All public advisories shall follow a disciplined messaging approach designed to maintain order and confidence. Communications shall use calm, factual, and directive language, avoiding speculation or exaggerated statements regarding shortages. **(Please see Annex G.2)**

Advisories shall clearly explain fuel allocation measures, emphasize conservation practices, and reinforce compliance with anti-hoarding and anti-profiteering regulations. Messaging shall consistently highlight that fuel distribution remains operational under government control.

Preferred messaging shall focus on stability and continuity, while explicitly avoiding language that may trigger panic, such as references to supply collapse or nationwide shortages.

2. Communication and Reporting Protocol

Upon recommendation for SPSD activation, communication and reporting shall follow a structured, phased approach to ensure preparedness, coordination, and effective public engagement.

a. SPSD Activation Call Tree Protocol

The TFER Call Tree Protocol is a comprehensive communication and reporting mechanism aligned with the TFER communication flow, which shall be activated within **48 Hours Before the Public Announcement** of SPSD *(where operationally feasible)*.

The Call Tree Protocol utilizes a combination of top-down and bottom-up communication approaches to ensure timely, secure, and effective coordination among TFER members, the DOE, oil and gas companies, power sector stakeholders, and other relevant agencies.

This protocol is essential in facilitating the activation of SPSD measures, succession of command, and rapid information exchange, providing real-time updates on the availability of key officials, manpower, fuel inventories, logistics capabilities, and critical energy infrastructure.

1) Triggering for the Call Tree

The NOGCP Call Tree is a multi-trigger mechanism — unlike a conventional disaster call tree that typically has a single activation authority (e.g., the President or NDRRMC Executive Director). It may be triggered under any of the following conditions:

Table 8. Call Tree Trigger Condition

#	Trigger Condition	Initiating Authority	Validation Requirement
1	Confirmation of SPSD activation by the Office of the President	DOE–TFER Secretariat, upon receipt of OP notice	Official OP notice or directive; no additional validation required
2	NFRI composite score triggers Alert Level 2 or 3 threshold based on Supply Conditions Indicators, Price Stress Indicators, and Demand Behavior Indicators combined assessment	DOE Secretary or duly authorized representative; TFER Chairperson concurrence required	NFRI Assessment Report confirmed by at least two core indicators (Supply Conditions + Price Stress or Price Stress + Demand Behavior)
3	Rapid or abnormal decline in national/regional fuel inventory (inventory drawdown override trigger)	OIMB Director or TFER Secretariat Head; immediate notification to DOE Secretary	Verified by OIMB weekly inventory data; cross-referenced with at least two oil company reports
#	**Trigger Condition**	**Initiating Authority**	**Validation Requirement**
4	Significant disruption to fuel supply chain or logistics operations (port closure, tanker diversion, depot fire)	TFER Secretariat, with concurrent notification to DOE Secretary	Verified by official report from relevant agency (PPA, MARINA, OIMB, or affected company)
5	Emergence of security threat to fuel storage, transport, or distribution infrastructure (terrorist attack, armed conflict)	DOE Secretary, in coordination with the Anti-Terrorism Council and/or the DND Secretary, upon AFP/PNP threat advisory; concurrent NDRRMC notification	AFP or PNP official threat assessment; NDRRMC advisory
6	International override event: strategic stock adequacy breach or verified international supply disruption (e.g., Strait of Hormuz closure, IEA emergency stock release)	DOE Secretary; international monitoring confirmed by IEA, DOE–OIMB, or official foreign advisory	Official international market advisory or DOE–OIMB international monitoring report

2) The Call Tree Process



Figure 7. TFER Communication Platform Hierarchy

Upon confirmation or issuance of notice from the Office of the President regarding the activation of the SPSD, the DOE–TFER Secretariat shall activate the Call Tree Protocol 48 hours before the public announcement. This shall be carried out through the issuance of an official call tree message disseminated across all available communication platforms.

The DOE–TFER Secretariat shall first transmit the call tree message to the Energy Secretary, as Responsible Official (RO), and the TFER Chairperson, followed by the ESEOC and other concerned Command Centers. In case of a disaster event and the RO and TFER Chairperson do not respond within 15 minutes, the next highest-ranking DOE Official available shall act as temporary RO. If the Secretariat is unavailable, the DOE-OIMB shall assume its functions until formal turnover.

All recipients are required to acknowledge the message within 15 minutes. If no response is received, alternative communication channels (e.g., SMS, phone call, satellite phone, or radio) shall be utilized. This process shall be repeated for up to one hour to ensure maximum confirmation and coordination.

All acknowledgments of the call tree message shall be time-stamped. The DOE officials and TFER members are required to provide the following information, regardless of the communication platform used:

a. Name
b. Status/Condition
c. Location
d. Needed Support/Assistance

3) Succession

Succession refers to the designation of the next-in-command in the event that the assigned official is unable to perform their duties. This ensures continuity of operations and timely execution of critical functions during oil and gas supply disruption events.

The succession for the Call Tree shall follow the established TFER ESEOC Activation and Succession Flow Chart and Communication Plan. In cases where no designated successor is identified, the RO shall determine and approve the appropriate replacement.

If the RO is unavailable, the next highest-ranking DOE Official shall assume responsibility for designating a replacement and ensuring continuity of command.

b. Emergency Communication Measures

This section establishes a phased and operational framework for coordinating information flow before and during the activation of the SPSD. These measures ensure that government agencies, enforcement units, industry stakeholders, and local authorities receive timely, synchronized directives, while maintaining disciplined public messaging and operational confidentiality where required.

The phased approach enables a controlled transition from internal coordination and strategic prepositioning to public announcement and sustained operational communication. This structure supports enforcement readiness, real-time situational awareness, unified messaging, and continuous public engagement—essential to maintaining market stability, public confidence, and uninterrupted fuel access for priority and life sustaining sectors.

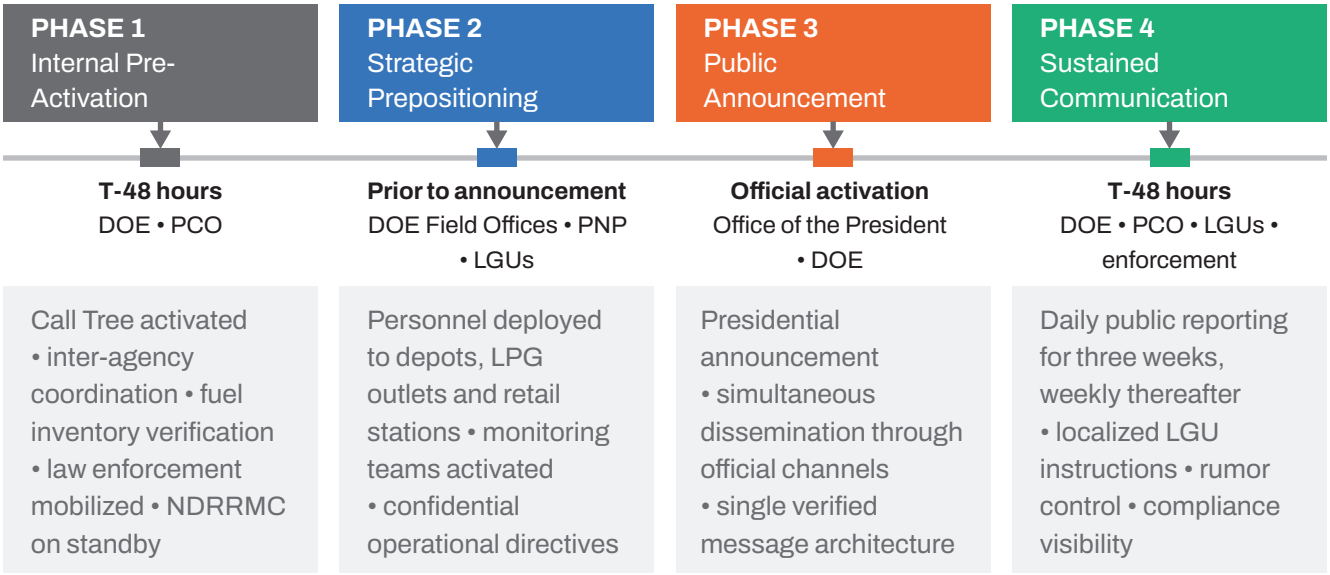


Figure 8. Emergency Communication Sequence for SPSD Activation.

Table 9. Phases of Communication Measures

Phase	Timeline	Lead Agencies/ Offices	Key Actions and Communication Measures
Phase 1 Internal Pre-Activation Coordination	**48 Hours Before Public Announcement** *(where operationally feasible)*	DOE / PCO	• Initiate inter-agency coordination through the National Coordinating Council and the economic sector. • DOE to conduct fuel inventory verification. • Mobilize law enforcement agencies for infrastructure security. • NDRRMC to be kept on standby for situational awareness regarding potential secondary humanitarian consequences
Phase 2 Strategic Prepositioning	**Prior to Public Announcement**	DOE Field Offices / PNP / LGUs	• Deploy personnel to fuel depots, LPG outlets, and strategic retail stations • Activate monitoring teams • Place anti-hoarding enforcement units on standby • Issue confidential operational directives to fuel retailers and distributors
Phase 3 Public Announcement	**Official Activation of the SPSD**	Office of the President / DOE	• Official announcement of SPSD activation by the President • Simultaneous dissemination through official government communication channels • Ensure consistency and nationwide reach of public messaging
Phase 4 Sustained Operational Communication	**Post-Activation Operations**	DOE / PCO / LGUs / Enforcement Agencies	• Maintain continuous operational reporting and public updates in accordance with Media Reporting Schedule • Disseminate localized implementation instructions through LGUs • Conduct compliance visibility and enforcement operations • Sustain coordinated communication to reinforce public confidence and compliance • DOE, LGUs, and Enforcement Agencies to conduct compliance visibility and enforce anti-hoarding measures. • NDRRMC (if activated due to a concurrent State of Calamity) to sustain operational communications strictly focused on the continuity of disaster response, relief efforts, and public safety advisories unaffected by fuel quotas.

c. Emergency National Government Monitoring, Reporting, and Update Schedule

a) Internal Reporting

To support real-time decision-making, operational reports shall be required from all relevant agencies and stakeholders. For internal coordination in preparation for SPSD activation, reports shall be submitted every six hours within the 48 hours preceding the public announcement to ensure timely situational awareness, inter-agency alignment, and readiness.

During SPSD activation, these reports shall be submitted every eight hours for the first 21 days and daily thereafter unless otherwise directed, to sustain coordinated operations, monitoring, and response.

Reports shall include key operational indicators such as fuel inventory levels, distribution status, retail compliance, security incidents, detected hoarding or profiteering activities, and public order concerns.

Table 10. Reporting Phase

Reporting Phase	Report Frequency	Reporting Requirement	Purpose
Internal Coordination before Activation Phase (48 Hours before the Activation of SPSD)	Every six Hours	All relevant agencies and stakeholders shall submit operational and situation reports to DOE–TFER	Enable real time decision making and coordinated operations for timely law enforcement deployment and continuous situational monitoring.
Initial Activation Phase (First three weeks)	Every eight Hours	All relevant agencies and stakeholders shall submit operational reports to DOE–TFER	Support real-time decision-making, operational coordination, and situational monitoring
After the Initial Activation Phase (First three weeks)	Daily	Submission of consolidated operational and situational reports unless otherwise directed to DOE–TFER	Maintain continuous monitoring, assessment, and response coordination during sustained operations

b) Public Situation Updates

Public updates shall be aligned with the Media Reporting and Announcement Schedule to ensure transparency and maintain public confidence. These updates shall include:

- Overall national fuel inventory status by product type;
- Adjustments to fuel allocation policies or priority access measures;
- Status of priority sector operations (healthcare, transport, emergency response);
- Conservation advisories and fuel management guidance;
- Enforcement actions taken and results; and
- Clarifications addressing circulating misinformation or unverified reports.

However, the disclosure of sensitive operational or security-related information — including specific depot inventory levels, military logistics positions, or enforcement deployment locations — may be withheld when necessary to protect national security, ensure operational integrity, or prevent exploitation of disclosed information.

Annex A - Detailed Plans, Actions and Programs per Alert Level

The DOE has organized its response around a three-level alert contingency framework. Aside from the measures or actions outlined, the following are illustrative examples of government interventions during a State of National Energy Emergency.

Alert Level 1 (Precautionary Phase)

Activated to **contain early price shocks and emerging behavioral risks** through enhanced monitoring, coordination, and light demand management measures while physical fuel supply remains adequate.

Policy Objective: Prevent escalation through early intervention and demand management.

a. Supply Measures (***Objective***: *Heightened monitoring and industry coordination)*

(No additional/detailed programs)

b. Price Hike Measures (**Objective**: Monitor compliance of industry on price adjustments.)

Government Agencies

- Implement government programs to cushion the impact of steep fuel price increases, and lower transport and aviation fees to further ease pressure on fares and logistics costs, such as but not limited to:
  - **Department of Transportation** – Discounted fares on LRT/MRT, Libreng Sakay Program for commuters, Fuel Subsidy (Pantawid Pasada Program) for jeepney and tricycle drivers;
  - **Department of Social Welfare and Development** – Cash Relief Program for jeepney, TNVS, delivery riders, motorcycle taxis and tricycle drivers;
  - **Department of Agriculture** – Timely distribution of fuel subsidies to Registry System for Basic Sectors in Agriculture (RSBSA)-registered farmers and fisherfolk to help offset rising fuel costs affecting agricultural and fisheries production. In particular, the BFAR shall disburse fuel assistance to qualified fishermen. In addition, RSBSA-registered farmers and fisherfolk will also receive aid under the Presidential Assistance for Farmers and Fisherfolk Program (PAFFP).
  - **Civil Aviation Authority of the Philippines (CAAP)** – Per directive of the President, the CAAP will reduce the passenger service charge, landing fee, parking fee, and other charges to lower airline operating costs and make airfares more affordable;
  - **Civil Aeronautics Board (CAB)** – shorten the review period for fuel surcharges from 1 month to 15 days;
  - **Department of Education** – DepEd will conduct a Serbisyo Fair, where employers will visit public schools to recruit fresh graduates; and

- **All government agencies** – the President has directed all government agencies to refine and streamline their policies on permits, licenses, certifications, and clearances, including identifying which processes can be temporarily suspended or have reduced fees.

c. Demand Measures (***Objective***: *FEM Light - Soft demand controls on voluntary EEC measures)*

- Intensify media campaign against panic buying and fuel-saving tips;
- Intensification of EEC measures and GEMP covering power conservation and fuel savings, including mandatory Alternative Working Arrangements for government and voluntary arrangements for private sector companies except the manufacturing sector;

- Promote the participation of Designated Establishments in the load management program under RA 11285 in energy-saving, peak reduction, and fuel conservation programs
- Conduct of spot-checks and audits on government agencies to ensure compliance with the GEMP;
- Promotion of EVs for transportation and micromobility;

- Heightened monitoring and enforcement activities to avoid **hoarding** (same mechanisms as with the monitoring of profiteering); and
- Prohibition on non-essential government travel and activities, including study tours, team-building events, in-person meetings, and other non-essential trips.

Impact of Alert Level 1 Demand-side Policy Measures

For all Alert Levels, the consistent target is to maintain the days of supply to 45 days. The level of demand-side policy response varies by alert level as the respective inventory level trigger conditions are also set differently based on the severity of the situation. In the calculations, effective current stocks, in volume terms, are calculated by multiplying the baseline daily demand by the assumed minimum current inventory level in terms of number of days.

Demand reduction measures in this discussion are focused on the delivery of road transport policies. Similar measures can be explored in other sectors, particularly when considering a long-term structural transition, shifting from dependency on oil imports to energy resources and technologies that are diversified and primarily indigenous.

At Alert Level 1, no supply gap exists and no demand reduction is required. Passive measures, such as fuel displacement from EVs and additional EEC savings of essential personnel, continue generating standing reductions. No policy activation is warranted.

Table A-1. Alert Level 1 Parameters

Alert Level-Specific Parameters	Gasoline	Diesel	Total
Minimum Current Inventory Level Assumption (days)	45	45	—
Target Inventory Extension (days)	0	0	—
Baseline Daily Demand (kl/d)	23,326.46	32,516.30	**55,842.76**
Effective Current Stocks (kl)	1,049,690.70	1,463,233.69	**2,512,924.39**
Percentage Demand Reduction Required	0 percent	0 percent	—
Target Reduction in Daily Demand (kl/d)	**0**	**0**	**0**

Inventories remain comfortably above the 45-day minimum threshold, so no demand reduction is required. The parameters table confirms zero target reduction for both gasoline (baseline of 23,326.46 kl/d) and diesel (baseline of 32,516.30 kl/d). No percentage reduction is mandated, and the combined effective current stocks of 2,512,924.39 kl provide sufficient buffer without any policy intervention.

Table A-2. Alert Level 1 Policy Measures and Key Parameters

Policy Measure	Key Parameter	Target	Gasoline (kl/d)	Diesel (kl/d)	Total (kl/d)	Notes
EV Fuel Displacement	Total annual fuel reduction from EVs (kl/d)	106.94	53.83	53.11	106.94	Passive; always-on
Intensified EEC	New energy savings target (5 percent existing + additional target)	5 percent	0	0	0	No change
Non-Essential WFH	Percentage of non-essential employees on WFH	0 percent	0	0	0	Not activated
Essential Staff EEC On-site	Percentage of fuel savings from stricter controls (baseline is Intensified EEC target)	20 percent	83.78	82.66	166.44	Always-on
Transport Sector Reduction	Percentage of reduction in consumption	0 percent	0	0	0	Not activated
Biodiesel Blend at 5 percent	New CME blend (2 percent → 5 percent)	2 percent	N/A	0	0	No change
Bioethanol Blend at 20 percent	New ethanol blend (10 percent → 20 percent)	10%	0	N/A	0	No change
TOTAL REDUCTION			**137.61**	**135.77**	**273.38**	

Even without active policy interventions, passive measures continue to generate standing reductions of 273.38 kl/d in total. Reduction of fuel demand through EV penetration contributes 106.94 kl/d (evenly split between gasoline and diesel), and EEC measures of on-site essential government personnel provide an additional 166.44 kl/d through a 20 percent fuel-saving target on stricter controls. It is understood that the target set for the EEC measures of on-site essential personnel includes the baseline 5 percent EEC; thus, 15 percent is the effective additional EEC target that is achieved by these personnel. All other measures remain inactive at Alert Level 1, as the supply situation does not warrant their deployment.

Alert Level 2 (Restriction Phase)

Activated to **stabilize demand and secure supply** when inventories tighten and replenishment becomes uncertain, using supply augmentation and mandatory demand controls to prevent escalation into shortages.

Policy Objective: Stabilize demand and secure supply before system stress escalates.

a. Supply Measures (***Objective***: ***Maintain at least 45 days of TPSP***; *Ensure supply security including additional contracted supply)*

NPC-SPUG

- NPC-SPUG Microgrid System Providers (MGSPs), and New Power Providers (NPPs) shall optimize plant operations and ensure uninterrupted electricity supply in off-grid areas by using interim fuel specifications to secure supply, reduce costs, manage cash flow, and minimize the need for budget augmentation or borrowing;
  - provided that such emergency fuel meets safe technical minimum specifications to protect engine components and preserve supplier warranties;
  - provided further that any cost savings realized from procuring lower-grade fuel shall be earmarked exclusively for a dedicated maintenance fund to cover accelerated engine overhauls and filter replacements; and

- provided that adoption of emergency fuel shall never be construed by budget authorities as justification to reduce, defer, or withhold SPUG's regular UCME subsidy;

Other Government Agencies

- Recommend to DOF, BOC, BIR, and DTI the easing of importation restrictions to enable the timely en-try of petroleum products from alternative and non traditional sources.
  - Notwithstanding the designation of other agencies for anti-smuggling functions, the BOC, pursuant to its statutory mandate and police powers, shall exercise jurisdiction over all importations, including emergency fuel shipments. The BOC shall ensure that all such importations are properly verified, documented, and accounted for, and that the correct assessment and collection of applicable duties and taxes are strictly enforced.

b. Price Hike Measures *(**Objective**: Provide government assistance to alleviate the impact of surging fuel prices on critical sectors and address inflationary effects to prices of basic commodities.)*

(No additional/detailed programs)

c. Demand Measures *(**Objective**: FEM **Mandatory** - High demand controls targeting at least 35 percent reduction on oil demand for all sectors)*

- Recommend to the Office of the President the issuance of appropriate executive issuances or directives directing all government agencies and instrumentalities to strictly adopt energy conservation protocols, such as the adoption of the four-day workweek within the Executive Branch;
- Intensify the EEC measures for government and private sectors to reduce fuel consumption and ensure energy savings through tri-media visibility of publicity materials and energy saving tips;
- Encourage the shifting from face-to-face classes to remote/blended learning of classes for schools and universities;
- Highly recommend the shifting to 100 percent work-from-home and flexible working arrangement with skeletal workforce reporting to ensure continuity of essential services in government offices;
  - Mandate WFH for government offices (for non-essential workers***)
  - Voluntary WFH set-up for selected private sector (e.g., BPO, office-based, etc.)
- Recommend the implementation of Transportation Modal Shift Strategy:
  - Limit fuel purchase transactions (for diesel and gasoline)
  - Fuel supply shall be prioritized for public transport, ambulances, fire trucks, law enforcement vehicles, and units transporting essential goods. The LTO may assist in verifying eligible vehicles upon request.
  - Encourage shift from private cars to public transportation such as buses, jeepneys, and railway systems
- Promote solar PV and battery-based systems for household electricity consumption;
- Intensify promotion of Electric Vehicles
- For LPG demand management, promote safe and practical LPG demand reduction through electric/induction cooking where feasible, community kitchens, controlled LPG purchase advisories, energy efficiency measures for commercial users, and targeted assistance for vulnerable households. Any use of biomass-based cooking alternatives shall be coordinated with DOH, DENR, BFP, and LGUs to address health, fire safety, and environmental risks:

- Fuel Switching to Electricity – DOE, in coordination with ERC and electric cooperatives, to explore implementation of a Deferred Payment Scheme (DPS) for residential electricity consumers to defray the upfront cost. The DPS shall allow installment payment over six to 12 billing cycles to encourage uptake among low-income households.
- LPG Refilling Rationalization – Issuance of an advisory to rationalize and limit LPG purchases as may be necessary (e.g., one 11-kg cylinder per month for households) to discourage panic-hoarding of cylinders. DOE-OIMB to coordinate with distributors and LGUs on enforcement.

- Commercial and Institutional LPG Conservation – Mandate energy audit and conservation compliance for LPG-intensive commercial establishments (restaurants, hotels, hospitals). DOE to issue guidelines on bulk LPG use efficiency
- Other demand measures per sector:
  - Discourage non-essential trips (private vehicles);
- Other government support and interventions:
  - Recommend that contingency measures by security agencies be implemented to secure fuel supply, prevent hoarding and smuggling, and protect critical infrastructure during supply disruptions.

Impact of Alert Level 2 Demand-side Policy Measures

Alert Level 2 is activated when the TPSP falls below 45 days and remains in effect until the TPSP reaches 30 days, at which point Alert Level 3 is triggered. In determining the effective current inventory level within the applicable trigger range, the lower limit or minimum threshold shall be considered the operative parameter; hence, the effective inventory level is deemed to be 30 days. A 35 percent demand reduction is required from both fuel types, translating to daily reduction targets of 8,164.26 kl/d for gasoline and 11,380.71 kl/d for diesel, for a combined target of 19,545 kl/d.

Table A-3. Alert Level 2 Parameters

Alert Level-Specific Parameters	Gasoline	Diesel	Total
Minimum Current Inventory Level Assumption (days)	30	30	—
Target Inventory Extension (days)	15	15	—
Baseline Daily Demand (kl/d)	23,326.46	32,516.30	**55,842.76**
Effective Current Stocks (kl)	699,793.80	975,489.13	**1,675,283.93**
Percentage Demand Reduction Required	35 percent	35 percent	—
Target Reduction in Daily Demand (kl/d)	**8,164.26**	**11,380.71**	**19,544.97**

The combined policy measures at Alert Level 2 exceed the total target reduction, achieving 104.54 percent of the required demand cut (20,433.02 kl/d against a target of 19,545 kl/d), yet doing it asymmetrically as gasoline target achievement reaches 114.70 percent, while diesel comes in at only 97.26 percent.

Table A-4. Alert Level 2 Policy Measures and Key Parameters

Policy Measure	Key Parameter	Target	Gasoline (kl/d)	Diesel (kl/d)	Total (kl/d)	Percent of Target Reduction
EV Fuel Displacement	Total annual fuel reduction from EVs (kl/d)	106.94	53.83	53.11	106.94	0.55 percent
Intensified EEC	New energy savings target (5 percent existing + additional target)	20 percent	1,853.96	2,549.80	4,403.76	22.53 percent
Non-Essential WFH	Percentage of non-essential employees on WFH	100 percent	372.35	367.37	739.73	3.78 percent
Essential Staff EEC On-site	Percentage of fuel savings from stricter controls (baseline is Intensified EEC target)	30 percent	55.85	55.11	110.96	0.57 percent
Transport Sector Reduction	Percentage of reduction in consumption	50 percent	5,282.94	7,323.11	12,606.04	64.50 percent
Biodiesel Blend at 5 percent	New CME blend (2 percent → 5 percent)	5 percent	-	678.61	678.61	3.47 percent
Bioethanol Blend at 20 percent	New ethanol blend (10 percent → 20 percent)	20 percent	1,745.28	-	1,745.28	8.93 percent
Total Reduction (Transport)			**9,364.21**	**11,027.10**	**20,391.31**	**104.33 percent**
Total Reduction (Off-grid Power)	Demand of diesel power plants on B20 (kL/day)	231.69	**-**	**41.70**	**41.70**	**0.21 percent**
Total Reduction			**9,364.21**	**11,068.81**	**20,433.02**	**104.54 percent**
Achievement of Target			**114.70 percent**	**97.26 percent**	**104.54 percent**	

The transport sector reduction, which is expected to comprise a combination of measures applied to both public and private transportation and qualifying the distinction between the essential and non-essential activities especially in the private sector, at 50percent, is by far the largest contributor, accounting for 64.50 percent of the target reduction (12,606.04 kl/d in total). Intensified EEC programs at a 20-percent savings target provide the next largest share at 22.53 percent (4,403.76 kl/d), followed by the increased bioethanol blending up to 20 percent (8.93 percent), increased biodiesel blending up to 5percent (3.47 percent), and non-essential government personnel at 100 percent WFH arrangement (3.78 percent). The contribution of increased biofuel blending to fuel savings is assessed after incorporating the impacts of implemented demand-side measures.

At Alert Level 2, and subsequently Alert Level 3, the contribution of off-grid power plants using B20 fuel is relatively small compared to the target. Nonetheless, such a target may contribute largely to extending the oil supply cover to remote diesel power plants in times of oil supply disruptions.

Alert Level 3 (Emergency Energy Response Phase)

Activated to **protect critical sectors and ensure the continuity of life-sustaining services** under severe supply constraints, preventing systemic failure through centralized control, strategic fuel allocation, strict demand controls, mandatory rationing, and prioritization of essential services, with emergency government intervention as necessary.

Policy Objective: Protect critical sectors and prevent system collapse.

a. Supply Measures *(**Objective: Restore 45 days of TPSP**; Stabilize system and protect critical sectors)*

- Operationalize the **SPSD**[7] through a controlled and monitored distribution system covering both bulk and retail fuel supply;
  - Strategic Fuel Distribution for Private Vehicles - The fuel replenishment in retail outlets (gasoline stations) will be scheduled according to the Enhanced Coding Scheme, based on the last digit of license plates:
    - 1 and 2 (Friday)
    - 3 and 4 (Monday)
    - 5 and 6 (Tuesday)
    - 7 and 8 (Wednesday)
    - 9 and 0 (Thursday)
    - No weekend (Weekend fueling for private vehicles may be suspended or restricted based on supply conditions)
  - Implementation of extended odd-even coding scheme nationwide and fuel quotas (liters per sector)
  - Fuel reserved for critical services only (Tier 1), while controlled and limited allocation shall be maintained for Tier 2 and other essential sectors in accordance with the Tiered Sectoral Allocation Framework;
  - Centralized fuel allocation and distribution, including mandatory compliance by refiners, importers, and distributors, under government-issued allocation instructions (Fleet-based allocation and distribution through fuel entitlement system);
  - Intensify security of oil and gas facilities
  - Increase security of bulk facilities, liquid fuel retail outlets, and fuel tankers

  The **SPSD** plan activates reserves with tiered sectoral allocation, enforces a nationwide odd-even vehicle coding scheme for private vehicles, and sets fuel quotas per sector to manage consumption. Public transportation is prioritized in fueling to ensure mobility for the majority, while private and non-essential sectors face stricter limits to balance supply and demand;

  1) ***Land transport*** *(Objective: Maintain essential land-based mobility, logistics, and public service continuity; prevent fuel depletion and diversion; and stabilize system operations under constrained supply conditions)*

[7] The SPSD plan activates reserves with tiered sectoral allocation, enforces an **Emergency Fuel Distribution System** to include a nationwide odd-even vehicle coding scheme for private vehicles (with absolute administrative exemption for registered ambulances, critical patient transport, medical logistics, and on-call healthcare professionals), and sets fuel quotas per sector to manage consumption. Public transportation is prioritized in fueling to ensure mobility for the majority, while private and non-essential sectors face stricter limits to balance supply and demand.

- **Tiered Fuel Allocation and Entitlement** – Fuel distribution shall follow the Tiered Sectoral Allocation Framework, with priority access for the Tier 1 sector. Sector-specific fuel caps shall be imposed, enforced through fuel cards, access passes, or digital authorization systems, as determined by the DOE.
- **Controlled Retail Distribution and Coding** – An expanded vehicle coding and access control scheme shall regulate private vehicle fuel access. Retail stations shall implement priority lanes and designated fueling windows for public transport, emergency services, and essential logistics.
- **Public Transport and Essential Logistics Protection** – Fuel supply for public utility vehicles, government-designated transport routes, and freight carrying food, agricultural and fishery products and inputs, medicine, fuel, and basic necessities shall be prioritized. Non-essential transport and discretionary freight operations may be curtailed or consolidated.
- **Bulk Supply and Depot Oversight** – Bulk depots and storage facilities shall be subject to daily inventory reporting, monitored withdrawals, and DOE-directed fuel releases to ensure alignment with priority land-transport needs. Fuel tanker movements shall be exempt from truck bans.
- **Security, Anti-Diversion, and Enforcement** – AFP shall secure strategic petroleum infrastructure and designated fuel transport corridors against sabotage, terrorism, or armed threats. The PNP shall remain the primary law enforcement agency for anti-hoarding, anti-diversion, investigations, and public order, with AFP providing support to civilian authorities when authorized by law.
- **Adaptive Coordination and Escalation Readiness** – Allocations shall be reviewed regularly based on inventory levels, replenishment reliability, and NFRI assessment, with measures designed to scale toward full centralized distribution and stricter allocation controls as supply conditions deteriorate within Alert Level 3.

2) Sea transport *(Objective: Maintain fuel availability for maritime logistics, interisland connectivity, and critical cargo movement while stabilizing overall demand)*

- **Prioritized Fuel Allocation for Essential Maritime Services** – Fuel allocation shall prioritize vessels engaged in the transport of basic necessities, essential goods, fuel distribution, emergency response, and government logistics, including Roll-On/Roll-Off (RoRo) services, cargo barges, fuel tankers, and government-chartered vessels.
- **Tier-Based Maritime Fuel Allocation** – Maritime operators shall be classified by function and cargo criticality, with fuel quotas assigned in accordance with the Strategic Petroleum Supply Distribution and Tiered Sectoral Allocation Framework, ensuring uninterrupted inter-island supply chains for food, medicine, and essential commodities.
- **Controlled Bunkering and Fuel Release Scheduling** – Bunkering operations shall be scheduled and volume-controlled based on DOE-issued fuel entitlements to prevent hoarding, speculative operations, and diversion. Bulk fuel depots serving ports shall operate under strengthened daily reporting and verification requirements.
- **Restriction of Non-Essential Maritime Operations** – Fuel allocation for non-essential commercial shipping, leisure vessels, cruise operations, and non-priority charter services shall be restricted or temporarily suspended to conserve limited petroleum supply.
- **Port-Based Fuel Management and Monitoring** – The DOE, in coordination with the PPA, MARINA, PCG, and LGUs, shall deploy port-level monitoring teams to oversee fuel use, vessel movements, and compliance with issued fuel entitlements.

- **Security and Anti-Diversion Measures** – Security at ports, coastal fuel depots, and strategic maritime routes shall be jointly undertaken by the PCG, PNP Maritime Group, Philippine Navy, and other competent agencies consistent with their respective mandates.

3) ***Aviation Sector*** *(Objective: Preserve jet fuel supply for essential aviation operations and prevent disruption of critical air connectivity)*

- **Priority Jet Fuel Allocation for Essential Flights** – Jet fuel supply shall be prioritized for essential aviation operations, including medical evacuations, emergency response flights, car-go and logistics flights carrying food, fuel, and medical supplies, government and military operations, and critical international passenger services.
- **Flight Rationalization and Allocation Controls** – The DOE, in coordination with CAAP, CAB, and airline operators, shall implement flight rationalization measures, including reduction of non-essential frequencies, temporary suspension of leisure and low-priority routes, and consolidation of operations where feasible.
- **Centralized Jet Fuel Distribution at Key Hubs** – Jet fuel distribution shall be concentrated at primary international airports to optimize logistics, stabilize fuel availability, and reduce operational strain on constrained supply chains. Secondary airports shall receive allocations only after priority hubs are secured.
- **Jet Fuel Entitlement and Monitoring System** – Airlines and airport fuel depots shall operate under a jet fuel entitlement system specifying allowable volumes, flight purpose, and reporting obligations. Daily reconciliation of fuel uplift, storage levels, and flight operations shall be required.
- **Protection of Aviation Fuel Infrastructure** – AFP, in coordination with CAAP, airport authorities, and the PNP Aviation Security Group, shall assist in protecting strategic aviation fuel facilities against sabotage or hostile acts.
- **Coordination on Emergency Supply Augmentation** – The DOE shall coordinate with fuel suppliers, airport operators, and international partners to facilitate emergency replenishment, alternative sourcing, or operational flexibility (such as tankering protocols) where necessary to sustain critical aviation services.

b. Price Hike Measures *(**Objective**: Provide government assistance to alleviate the impact of surging fuel prices on critical sectors and address inflationary effects to prices of basic commodities.)*

(No additional/detailed programs)

c. Demand Measures *(**Objective**: FEM Mode Strict - High demand controls targeting **reduction of at least 70 percent for all fuels (Gasoline, Diesel, LPG, and Jet Fuel)** covering all sectors)*

- Implement a **National Energy Lockdown**, pursuant to duly declared emergency powers, mandating comprehensive demand-reduction measures across all non-critical sectors, including movement restrictions, fuel use controls, and suspension of non-essential mobility and economic activities, to ensure national survival and continuity of critical and life-sustaining services.
- Mandate 100 percent WFH arrangements for all non-essential government personnel, with strict fuel-saving protocols for essential on-site staff, targeting at least 50 percent reduction in on-site fuel use through compressed workweeks, reduced operating hours, and operational consolidation;

- Mandate WFH or remote-work arrangements for selected private-sector industries, particularly office-based, BPO, and similar non-production sectors, subject to DOE and DOLE guidelines;
- Reduce or suspend operating capacity for non-critical commercial and economic activities, including limits on operating hours, workforce presence, and logistics movements, to substantially suppress discretionary fuel demand during the emergency period;
- Mandate implementation of shuttle services and structured carpooling systems for essential workers, with preference for EVs, e-buses, and high-occupancy transport modes to maximize fuel efficiency and reduce per-capita consumption;
- **Aviation Sector Emergency Measures:** DOE, in coordination with CAAP, CAB, and International Air Transport Association (IATA)-member carriers, shall implement:
  - **Mandatory Flight Rationalization** – suspension of all non-essential and leisure-tourism domestic routes; frequency reduction of at least 30 percent on all domestic trunk routes; international routes rationalized to minimum essential connections (Overseas Foreign Workers (OFW) repatriation, medical, diplomatic);
  - **Jet Fuel Priority Allocation** – available jet fuel to be allocated preferentially to: essential passenger routes (medical evacuation, OFW repatriation), cargo and logistics flights carrying food, medicine, and industrial inputs, and government/military aircraft under AFP and PCG;
  - **Tankering Authorization** – CAAP to issue a standing authorization for international carriers to tanker additional jet fuel from their last port of call into Philippine airports to relieve domestic supply pressure;
  - **Airport Hub Consolidation** – concentration of jet fuel distribution at primary international airports (NAIA, Mactan-Cebu, Francisco Bangoy-Davao) to optimize logistics; secondary and tertiary airports to receive allocations only after hub airports are covered.
- **LPG Emergency Measures:**
  - **Mandatory LPG Rationing** – DOE to issue an emergency order enforcing household LPG rationing at one standard 11-kg cylinder per household per month; distribution to be managed through barangay-level verification in coordination with private LPG distributors; bulk LPG users (commercial, industrial) to be subject to 40 percent consumption reduction from their declared baseline;
  - **LPG Priority Tier Allocation** – remaining LPG supply to be allocated in strict priority order: Tier 1 (hospitals, clinics, emergency kitchens, evacuation centers), Tier 2 (food processing, essential commercial kitchen operations), Tier 3 (residential households via rationing system), with commercial and industrial non-essential LPG use suspended;
  - **Electricity Substitution Acceleration** – DSWD and LGUs to fast-track distribution of donated or government-procured induction cookers to indigent households; ERC to implement emergency zero-tariff electricity rates for the first 50 kilowatt-hour (kWh) of additional consumption attributable to cooking load to incentivize rapid LPG-to-electric substitution;
  - **LPG Anti-Diversion Enforcement** – DOE-OIMB, DTI, and PNP to jointly enforce anti-diversion and anti-hoarding orders on LPG cylinders; unauthorized bulk stockpiling by commercial entities to be treated as a criminal offense under RA 7581 (the Price Act), with assets subject to immediate forfeiture.
- Other demand measures per sector.

Impact of Alert Level 3 Demand-side Policy Measures

Alert Level 3 is activated when the TPSP is less than 30 days. While Alert Level 3 is the ultimate NOGCP alert level, the apparent minimum threshold for the operative parameter in demand reduction measures should be zero days. However, such an operative parameter would make the demand reduction requirement close to impossible (99.9 percent). The 15-day is a reasonable option as it follows the pattern in Levels 1 and 2 (45 and 30 days), and provides a considerable amount of time (around two weeks) to allow the current demand reduction policy measures, as well as the supply security activities during the time of emergency, to take effect and improve the national oil inventory levels.

Table A-5. Alert Level 3 Parameters

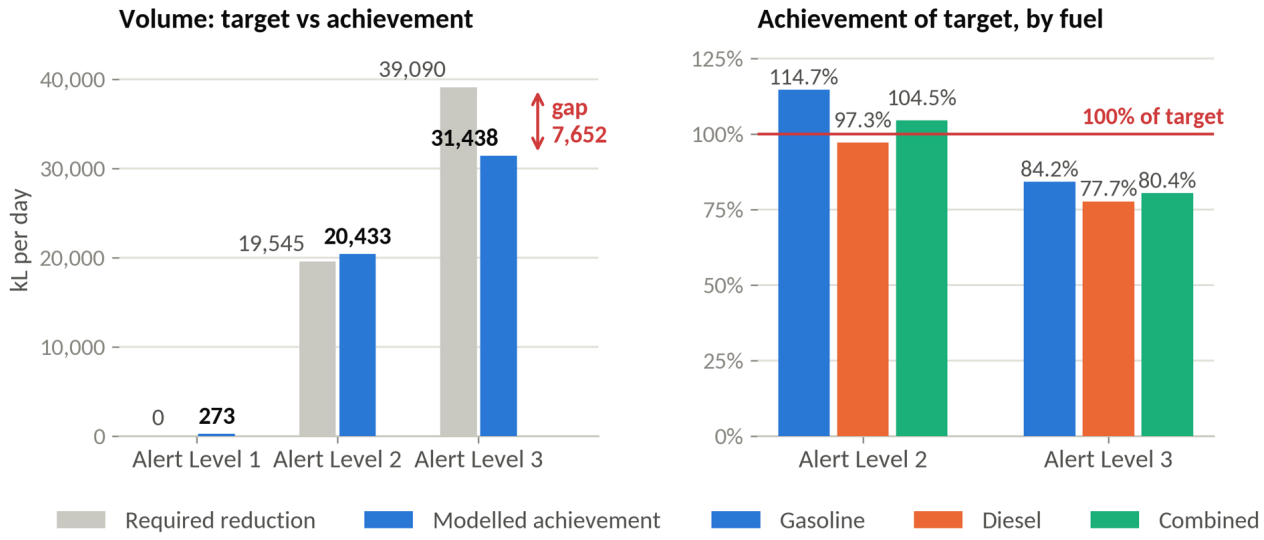
Alert Level-Specific Parameters	Gasoline	Diesel	Total
Minimum Current Inventory Level Assumption (days)	15	15	—
Target Inventory Extension (days)	30	30	—
Effective Current Stocks (kl)	349,896.90	487,744.56	**837,641.46**
Baseline Daily Demand (kl/d)	23,326.46	32,516.30	**55,842.76**
Percentage Demand Reduction Required	70 percent	70 percent	—
Target Reduction in Daily Demand (kl/d)	**16,328.52**	**22,761.41**	**39,089.93**

A stringent 70 percent demand reduction is required, resulting in daily reduction targets of 16,328.52 kl/d for gasoline, 22,761.41 kl/d for diesel, and 39,089.93 kl/d in total, representing the most demanding scenario across all alert levels.

Table A-6. Alert Level 3 Policy Measures and Key Parameters

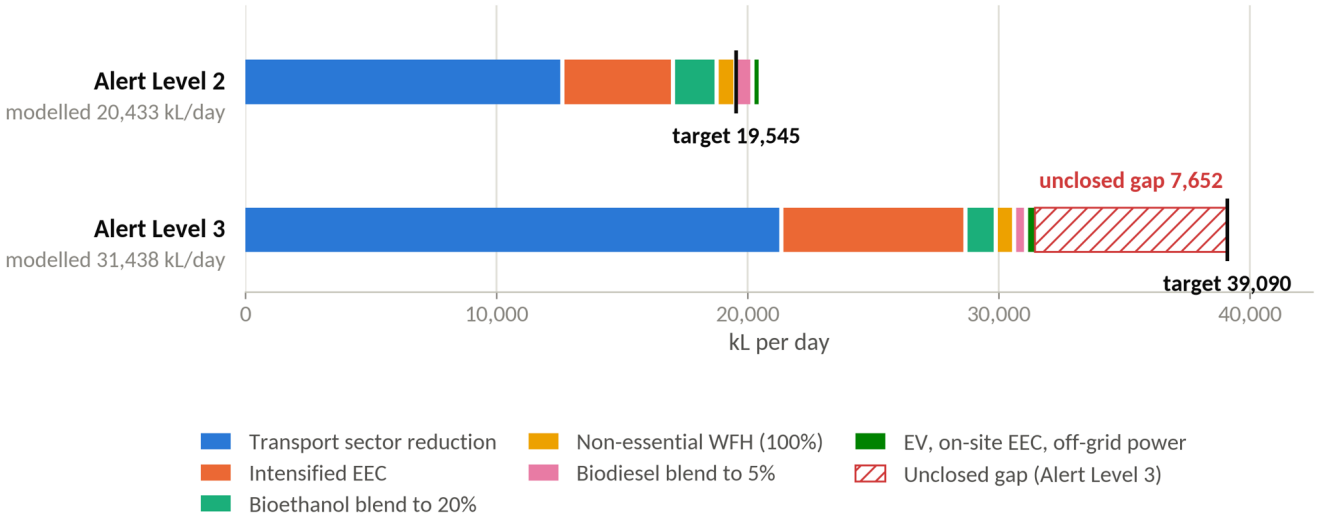
Policy Measure	Key Parameter	Target	Gasoline (kl/d)	Diesel (kl/d)	Total (kl/d)	Percent of Target Reduction
EV Fuel Displacement	Total annual fuel reduction from EVs (kl/d)	106.94	53.83	53.11	106.94	0.27 percent
Intensified EEC	New energy savings target (5 percent existing + additional target)	30 percent	3,089.93	4,249.66	7,339.59	18.78 percent
Non-Essential WFH	Percentage of non-essential employees on WFH	100 percent	372.35	367.37	739.73	1.89 percent
Essential Staff EEC On-site	Percentage of fuel savings from stricter controls (baseline is Intensified EEC target)	50 percent	111.71	110.21	221.92	0.57 percent
Transport Sector Reduction	Percentage of reduction in consumption	90 percent	8,924.05	12,397.17	21,321.22	54.54 percent
Biodiesel Blend at 5 percent	New CME blend	5 percent	-	469.55	469.55	1.20 percent
Bioethanol Blend at 20 percent	(2 percent → 5 percent)	20 percent	1,197.18	-	1,197.18	3.06 percent
Total Reduction (Transport)			**13,749.05**	**17,647.08**	**31,396.13**	**80.32 percent**
Total Reduction (Off-grid Power)	Demand of diesel power plants on B20 (kL/day)	231.69	**-**	**41.70**	**41.70**	**0.11 percent**
Total Reduction			**13,749.05**	**17,688.79**	**31,437.83**	**80.42 percent**
Achievement of Target			**84.20 percent**	**77.71 percent**	**80.42 percent**	

At Alert Level 3, the combined measures deliver 31,437.83 kl/d, or 80.42percent of the 39,089.93 kl/d required to meet the 70 percent reduction target. A residual gap of roughly 7,652 kl/d must be closed by other measures, especially in sectors not covered in this discussion, such as industry, agriculture, services, and households. The transport sector reduction measure, at 90 percent in-tensity, dominates for 54.54 percent of the target (21,321.22 kl/d), while Intensified EEC at 30 percent adds 18.78 percent (7,339.59 kl/d). Non-Essential WFH contributes 1.89 percent (739.73 kl/d) and Level 2-stagnant biofuels blending adds marginal reductions. The gasoline-side target is closer to achievement at 84.20 percent, while diesel lags at 77.71 percent, indicating that additional or supplementary supply-side measures may be required to fully bridge the gap under this extreme scenario



Source: NOGCP Annex A, Tables A-2, A-4 and A-6. Alert Level 1 requires no reduction; the 273 kL/day is passive standing reduction from EV displacement and always-on EEC measures.

Figure A-1. Demand-Side Reduction: Target versus Modelled Achievement, by Alert Level.



Source: NOGCP Annex A, Tables A-4 and A-6. Biofuel contributions are assessed after the demand-side measures, which is why biodiesel and bioethanol volumes fall at Alert Level 3 despite unchanged blend targets.

Figure A-2. Contribution of Demand-Side Measures to the Required Reduction at Alert Levels 2 and 3.

Annex B - National Fuel Risk Index Assessment

A. Objective

The NFRI is designed as a multi-layered early warning and escalation system that integrates supply, price, and demand signals into a unified decision-support tool. It provides high-frequency, rule-based signals to inform preparedness and coordination decisions for the operational activation of NOGCP alert levels.

B. Trigger Condition Indicators

Table B-1. Supply Condition Indicators

Indicators	Rationale	Function in the Model
TPSP	Captures the integrated balance of production, trade, inventories, and system adjustments that determine real oil availability. Unlike single-variable indicators, TPSP reflects both structural supply adequacy and shock-driven disruptions, providing an early and system-level signal of emerging oil supply risks.	Primary driver of supply-driven escalation. Inventory thresholds at 45 and 30 days define Level 2 and 3 contexts.
Strategic Stock Adequacy	Indicates whether MIR are met. This reflects buffer integrity rather than trends.	Contextual information only. Reported to policymakers for situational awareness. Excluded from Alert Level (1–3) determination.
Verified Disruption *	Represents confirmed physical disruptions (e.g., cargo cancellation, port failure, disaster) validated by authorized agencies.	Contextual information only. Reported to policymakers for situational awareness. Excluded from Alert Level (1–3) determination.
Inventory Drawdown	Captures abnormal week-on-week declines in inventory that may indicate delayed imports or logistics stress, recognizing that imports arrive in lumpy, non-weekly batches.	Early-warning diagnostic proxy for supply stress. Supports interpretation at Level 2–3 but does not independently trigger escalation.
** Based on officially confirmed physical event that materially affects supply, logistics, or availability, such as severe physical supply disruption, confirmed inventory breach, force majeure or security event, among others.*		

The supply condition indicators form the primary backbone of the NFRI's escalation logic. The TPSP serves as the central driver, translating aggregate supply-demand balances into actionable inventory thresholds. At or above 45 days of cover, the system remains in a non-supply-driven state; between 30 and 45 days, it signals a restriction context; and below 30 days, an emergency condition is triggered. While Strategic Stock Adequacy and Verified Disruption are excluded from the formal level determination, serving instead as contextual overlays for policymaker awareness, the Inventory Drawdown indicator provides a real-time diagnostic lens for detecting emerging stress ahead of formal threshold breaches.

Table B-2. Price Stress Indicators

Indicators	Rationale	Function in the Model
Price Increase	Compares average pump price with pre-disruption price levels.	Primary determinant in shifting from normal condition to Alert Level 1, when supply is within the 45-day baseline.
Average Pump Price	Reflects immediate consumer level price outcomes and market conditions. Price shocks often precede supply tightening.	Used to detect price driven stress and construct the Price Risk Index (PRI) for Level 1 review context.
Weekly Price Volatility	Captures instability and uncertainty in pricing, often associated with supply concerns or market speculation.	Signals potential early market stress and contributes to both PRI and behavioral analysis.
Regional Fuel Price Spread	Measures price dispersion across regions. Widening spreads often indicate distribution stress or localized shortages.	Acts as both a price stress indicator and a behavioral proxy when extremes are observed.

The price stress indicators complement supply data by capturing the consumer-facing dimension of fuel risk. Price Increase, measured against a pre-disruption baseline, is the sole trigger for escalation to Alert Level 1 when inventories remain above the 45-day threshold, reflecting the model's recognition that market stress can manifest in prices before physical supply constraints become apparent. The Average Pump Price, Weekly Price Volatility, and Regional Fuel Price Spread serve as diagnostic indicators for further guidance of the decision-makers in implementing the appropriate policy response. The Weekly Price Volatility and Regional Fuel Price Spread incorporate temporal and spatial dimensions of price levels, respectively, into the model. All the above indicators ensure that the model remains responsive to price-driven disruptions that may precede or accompany physical supply events.

Table B-3. Demand Behavior Indicators

Indicators	Rationale	Function in the Model
Manual Behavioral Signal *	Captures validated behavioral stress (e.g., hoarding, queues, clustered station closures) that may not yet be visible in price or inventory data.	Acts as a behavioral accelerator. Contributes to Demand Behavior Flag.
Volatility Spike Signal	Extreme price volatility may signal panic or speculative behavior rather than normal market adjustment.	Contributes to Demand Behavior Flag.
Spread Spike Signal	Sudden widening of regional price spreads often reflects market breakdown or localized supply panic.	Contributes to Demand Behavior Flag.
Demand Behavior Flag	Consolidates all behavioral signals into a single binary indicator for governance clarity.	Enables next level review when combined with low inventory.
** Based on officially confirmed observations of hoarding or panic buying; widespread or clustered retail station closures; abnormal transaction patterns; and formal alerts from monitoring agencies.*		

The demand behavior indicators address a critical gap in conventional fuel risk frameworks: the possibility that market dysfunction manifests in human behavior before it is fully reflected in price or supply data. The Demand Behavior Flag aggregates three behavioral signals, a manually validated field-based signal, a Volatility Spike Signal, and a Spread Spike Signal, into a single binary output. This design preserves the precision of automated triggers while incorporating ground-level intelligence that quantitative data may not immediately capture. When DF equals one, behavioral stress is confirmed, and its interaction with inventory levels drives the distinction across Levels 1, 2, and 3 escalation, in combination with the TPSP indicator. The mandatory reliance on officially confirmed observations for the Manual Behavioral Signal prevents false positives while ensuring that genuine panic conditions are not overlooked.

C. Model Data Requirements and Purpose

Table B-4. Model Indicator Classification and Usage

Indicator	Source	Type	Favorable Value towards Normal Condition	Purpose
SUPPLY CONDITION INDICATORS				
TPSP	Input	Numeric	↑	Escalation Decision
Inventory Drawdown	Derived	Numeric	↓	Diagnostics Only
Strategic Stock Adequacy	Derived	Logical (1/0)	0	Escalation Decision
Verified Disruption	Input	Logical (1/0)	0	Escalation Decision
PRICE STRESS INDICATORS				
Price Increase	Derived	Numeric	↓	Escalation Decision
Average Pump Price	Input	Numeric	↓	Diagnostics Only
Weekly Price Volatility	Derived	Numeric	↓	Diagnostics Only
Regional Price Spread	Derived	Numeric	↓	Diagnostics Only
DEMAND BEHAVIOR INDICATORS				
Demand Behavior Flag (DF)	Derived	Logical (1/0)	0	Escalation Decision
Manual Behavior Signal	Input	Logical (1/0)	0	Diagnostics Only
Volatility Spike Signal	Derived	Logical (1/0)	0	Diagnostics Only
Spread Spike Signal	Derived	Logical (1/0)	0	Diagnostics Only

The model data requirements table establishes the operational architecture for how each indicator is sourced, typed, and used within the NFRI. Across the three indicator categories — supply condition, price stress, and demand behavior — variables are classified either as direct inputs provided by reporting agencies or as derived values computed by the model from underlying data. The distinction between Escalation Decision and Diagnostics is particularly significant: escalation indicators directly determine alert level outcomes, while diagnostic indicators support interpretation and contextual analysis without modifying the formal escalation logic. This separation preserves the model's governance integrity by ensuring that alert levels remain anchored to a well-defined and auditable set of inputs, even as the broader diagnostic layer provides analysts with richer situational awareness. The favorable value direction (increasing or decreasing) further guides users in interpreting indicator movements relative to risk conditions.

D. Alert Level Escalation Decision Rule Matrix

Table B-5. Escalation Criteria and Decision Matrix

Total Petroleum Supply Position	Demand Behavior Flag	Price Increase	Strategic Stock Adequacy (SSA)	Verified Disruption	Alert Level
TPSP ≥ 45 days	DF = 0	PS < 20 percent	SSA = 0	VD=0	**Normal**
TPSP ≥ 45 days	DF = 0	PS < 20 percent	SSA = 1 or 0	VD=1 or 0	**Alert Level 1: Precautionary**
TPSP ≥ 45 days	DF = 1	n/a	SSA = 1 or 0	VD=1 or 0	**Alert Level 2: Restriction**
30 days ≤ TPSP < 45 days	DF = 0	n/a	SSA = 1 or 0	VD=1 or 0	**Alert Level 2: Restriction**
30 days ≤ TPSP < 45 days	DF = 1	n/a	SSA = 1 or 0	VD=1 or 0	**Alert Level 3: Emergency**
TPSP < 30 days	DF = 1 or 0	n/a	SSA = 1 or 0	VD=1 or 0	**Alert Level 3: Emergency**
TPSP ≥ 45 days	DF = 0	n/a	SSA = 1	VD=1	**Stock Adequacy Breach + Verified Disruption**
TPSP ≥ 45 days	DF = 0	n/a	SSA = 1	VD=0	**Stock Adequacy Breach**
TPSP ≥ 45 days	DF = 0	n/a	SSA=0	VD=1	**Verified Disruption**

The alert level escalation decision rule matrix codifies the NFRI's core logic into an exhaustive and mutually exclusive set of decision rules. Six combinations of TPSP, DF, and Price Increase produce unambiguous alert level assignments ranging from Normal to Alert Level 3 (Emergency). The matrix details the model's deliberate hierarchy: supply adequacy, as measured by TPSP, is the primary axis of escalation, with behavioral conditions serving as an accelerator that can lift a given supply state to the next alert level. Price stress, by design, can only trigger a Level 1 alert on its own, reflecting its role as an early warning signal rather than a determinative supply indicator. Three additional rows handle contextual conditions, a combination of Stock Adequacy Breach and Verified Disruption switches, providing structured pathways for policymaker awareness without independently modifying the formal alert level. This architecture ensures that the model remains rule-governed and resistant to discretionary manipulation while preserving the flexibility to accommodate real-world complexity.

E. Sample Monitoring Dashboard (Alert Level Escalation and Diagnostics)

To operationalize the NFRI, two purpose-built monitoring dashboards translate the model's rule-based outputs and underlying data into a structured visual interface for analysts and decision-makers. The Alert Level Escalation Dashboard surfaces the current alert status and the key variables driving it, enabling rapid situational awareness without requiring the user to manually navigate raw indicator data. The Diagnostics Dashboard, in contrast, presents the full suite of supporting indicators, including those used for contextual analysis rather than formal escalation, allowing analysts to examine the conditions underpinning an alert and detect emerging risks before they breach escalation thresholds. The two dashboards, together, implement the model's two-tier design: a governance-oriented escalation view for decision-makers, and an analytic-oriented diagnostic view for monitoring personnel.

Alert Level Escalation Dashboard

The Alert Level Escalation Dashboard is the primary governance interface of the NFRI, designed to present the model's formal outputs to decision-makers in a clear and immediately actionable format. Its purpose is to communicate the current alert level, and the specific combination of supply, price, and demand conditions that produced it, without requiring users to interpret raw data. By showing only the escalation-eligible indicators and their status relative to defined thresholds, the dashboard enforces the model's rule-based discipline and supports consistent, defensible decision-making across reporting periods.

Recommended NOGCP Alert for Review

This weekly bulletin supports escalation review and preparedness. It does not activate NOGCP emergency measures.

Table B-6. Interval Review for the Escalation Basis of Alert Levels

Period	TPSP	Unexpected Drawdown Flag	Price Stress[8]	Demand Behavior Index	Strategic Stock Adequacy	Verified Disruption	Alert Level
21 Feb 2026 - 27 Feb 2026	48.5	0	0%	0	1	0	**NORMAL (Stock Adequacy Breach → Policy Action Required)**
28 Feb 2026 - 6 Mar 2026	50.1	0	2%	0	1	1	**NORMAL (Stock Adequacy Breach + Verified Disruption → Policy Action Required)**
7 Mar 2026 - 13 Mar 2026	46.9	1	0%	0	1	1	**NORMAL (Stock Adequacy Breach + Verified Disruption → Policy Action Required)**
14 Mar 2026 - 20 Mar 2026	37.7	1	37%	0	1	1	**LEVEL 2: Restriction**
21 Mar 2026 - 27 Mar 2026	45.1	0	58%	0	1	1	**LEVEL 1: Precautionary**
28 Mar 2026 - 3 Apr 2026	39.8	1	84%	0	1	1	**LEVEL 2: Restriction**
4 Apr 2026 - 10 Apr 2026	50.3	0	91%	0	1	1	**LEVEL 1: Precautionary**
11 Apr 2026 - 17 Apr 2026	52.0	0	106%	0	0	0	**LEVEL 1: Precautionary**
18 Apr 2026 – 24 Apr 2026	54.0	0	83%	0	0	0	**LEVEL 1: Precautionary**
25 Apr 2026 – 1 May 2026	53.7	0	66%	0	0	0	**LEVEL 1: Precautionary**

Diagnostics Dashboard

The Diagnostics Dashboard serves as the analytical counterpart to the Alert Level Escalation Dashboard, providing monitoring personnel with a comprehensive view of expanded NFRI indicators, including those designated for contextual use only. Where the Escalation Dashboard narrows focus to the determinants of the current alert level, the Diagnostics Dashboard broadens the analytical aperture to include price trend data, inventory drawdown patterns, behavioral flag statuses, and regional price spread dynamics. This broader view supports early detection of conditions that may not yet have crossed escalation thresholds, enabling analysts to track deteriorating conditions in real time and prepare timely briefings for decision-makers ahead of potential level changes.

[8] The baseline price was established at 62.68, representing the price prior to the war-related disruption.

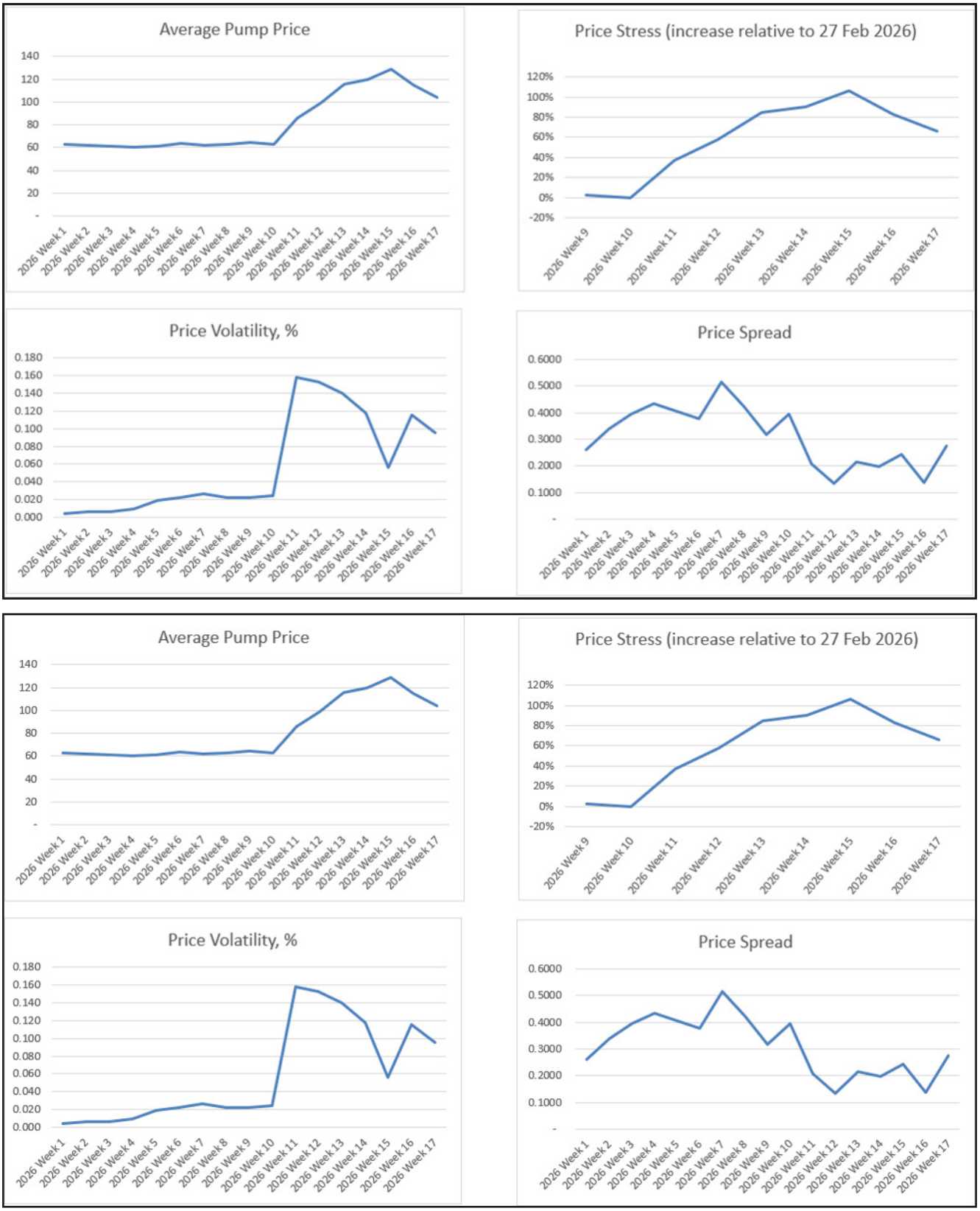


Figure B-1. Price Trends

Price continue to trend upward with a recent spike in volatility, indicating heightened market sensitivity and uncertainty. However, price movements remain orderly and localized, with no evidence of systemic price breakdown. Price indicators support early warning and heightened monitoring but do not independently drive escalation

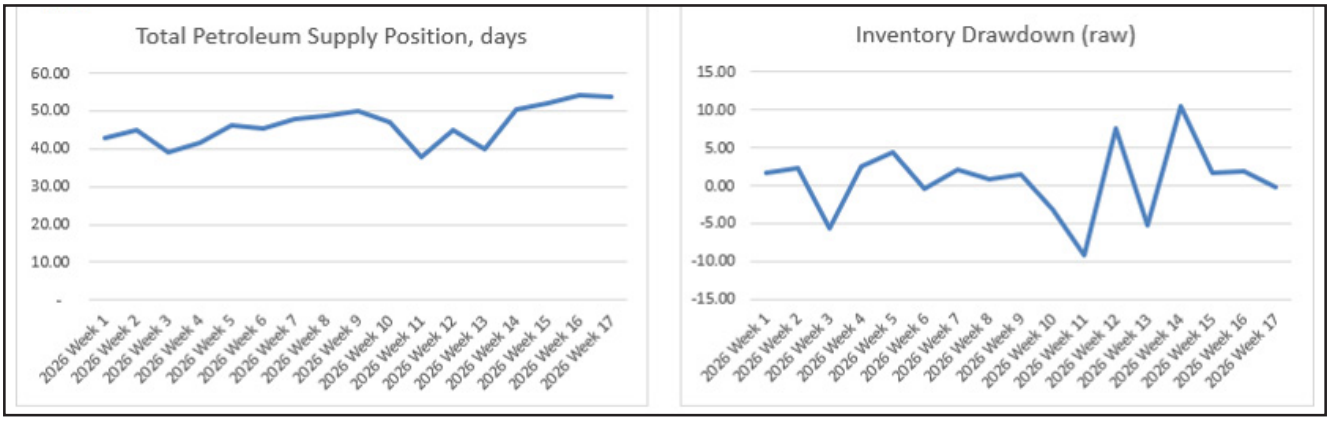


Figure B-2. Supply Trends

Inventory levels are persistently tight but stable, with no sustained depletion momentum. This supports continued Alert Level 2 (Supply Tightening) and confirms that the preventive window envisioned by the revised NOGCP framework is still open.

National Supply Chain Risk and Scenario Planning

The DOE, in coordination with the DTI, DEPDev, OCD, and relevant economic and transport agencies, shall incorporate a supply-chain risk and scenario-planning perspective into the NOGCP to assess the potential economy-wide impacts of oil and gas supply disruptions. This shall include:

- Periodic scenario planning and stress-testing of potential disruptions, such as prolonged maritime chokepoint disruptions, major fuel-supply interruptions, closures of major ports or transport corridors, natural disasters, or simultaneous and cascading supply shocks, and their implications for critical goods, sectors, transport, and logistics; and
- Identification of appropriate supply-chain response measures, including critical inventory levels, alternative sourcing and transport options, priority sectors, and key response triggers, supported by an inter-agency Supply Chain Resilience Dashboard and periodic multi-agency simulation exercises.

Annex C - Visualization Map for the Optimized 50-35-15 Portfolio of Oil Exporters

Source: EPPB-PFRD 2026 study titled: *"Strengthening Philippine Oil Supply Security Through an Multicriteria Decision Analysis (MCDA)–Montecarlo Simulation (MCS) Optimized Portfolio"*

The study recommends oil supplier tiers under the optimized 50-35-15 portfolio as follows:

- Strategic Tier at 50 percent allocation for long-term stable supply for countries identified as high resilience under stress;
- Tactical Tier at 35 percent allocation for countries characterized for diversification, flexible procurement and cost optimization; and
- Restricted Tier at 15 percent allocation for countries with high chokepoint/ geopolitical risk; capped exposure

The optimized portfolio, at a 50-35-15 allocation across the tiers, is expected to deliver the following results:

1. Reduces reliance on the Middle East by over 60percent without compromising economic viability.
2. Builds a stable backbone through high-resilience OECD + Pacific suppliers resulting in strong protection against geopolitical volatility.
3. Maintains flexibility through Latin American and Southeast Asian tactical partners allowing dynamic adjustments when the Strategic Tier tightens.
4. Insulates the Philippines from chokepoint-driven global supply shocks especially under Hormuz or Bab-el-Mandeb disruption scenarios.

Figure C-1 visualizes how supplier risk translates into route geography to Batangas Port, the common Philippine destination node in the route database. Based on 54 mapped origin-port entries covering 48 exporting countries, the maps show three clear logistics patterns: nearby Asia-Pacific suppliers such as Taiwan, Brunei, Malaysia, Singapore, South Korea, and Japan offer the shortest and fastest routes; Middle Eastern and Red Sea-linked suppliers remain commercially important but depend on major chokepoints such as Hormuz, Bab-el-Mandeb, Suez, and Malacca; and suppliers from Africa, Europe, and the Americas provide diversification but generally involve much longer sailing distances. This chokepoint exposure is particularly important in the current context, as the Strait of Hormuz has been under severe security pressure in March 2026, with maritime advisories describing a critical operating environment and recent attacks, disruptions, and threats affecting commercial shipping in and around the strait. Overall, the route database shows that 20 entries can reach the Philippines through direct sea routes, while 34 pass through at least one named chokepoint, with Malacca appearing most often, followed by Bab-el-Mandeb and Suez. These maps therefore support the study's policy direction that nearby, Pacific-oriented suppliers should anchor Philippine oil supply security, while longer and chokepoint-heavy routes should be managed through diversification and contingency planning.

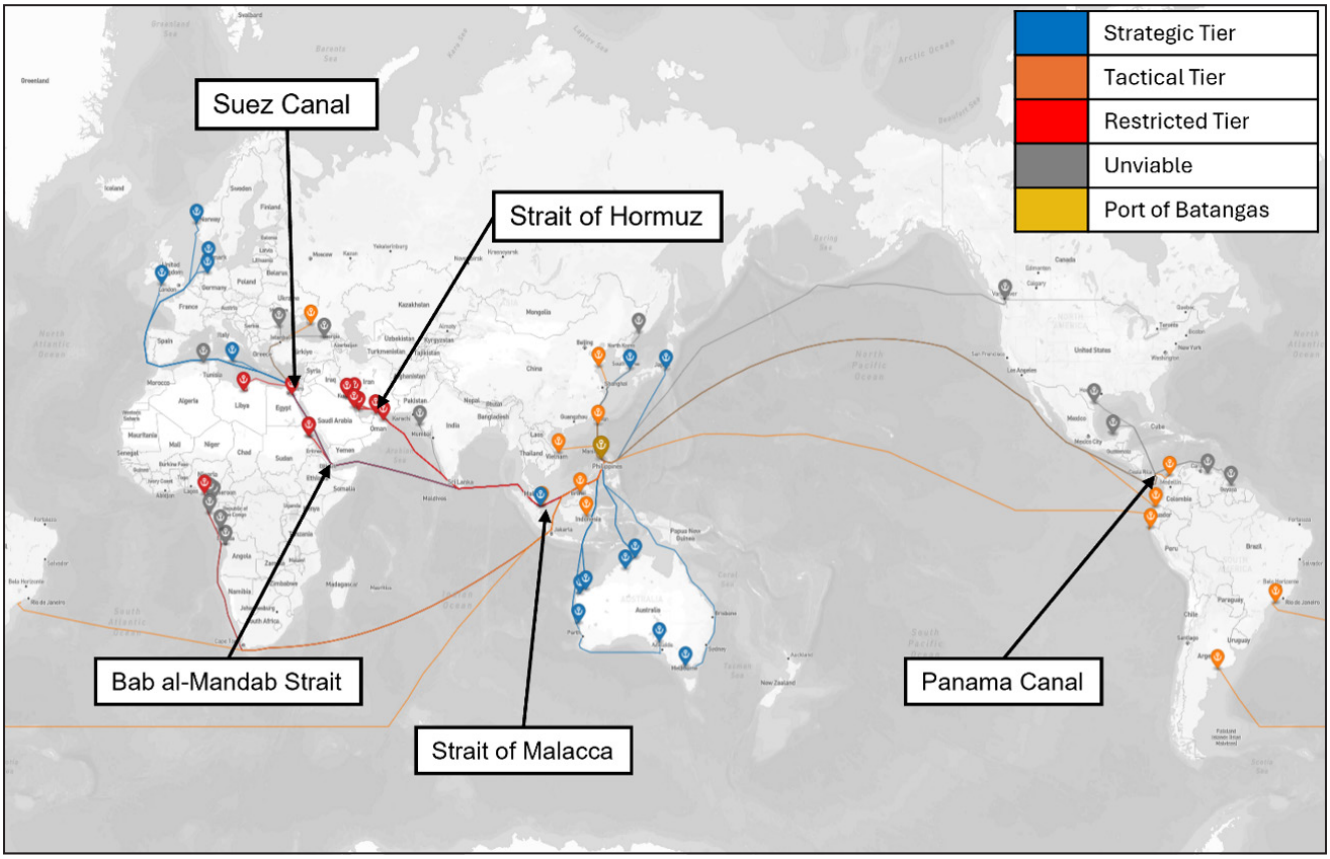
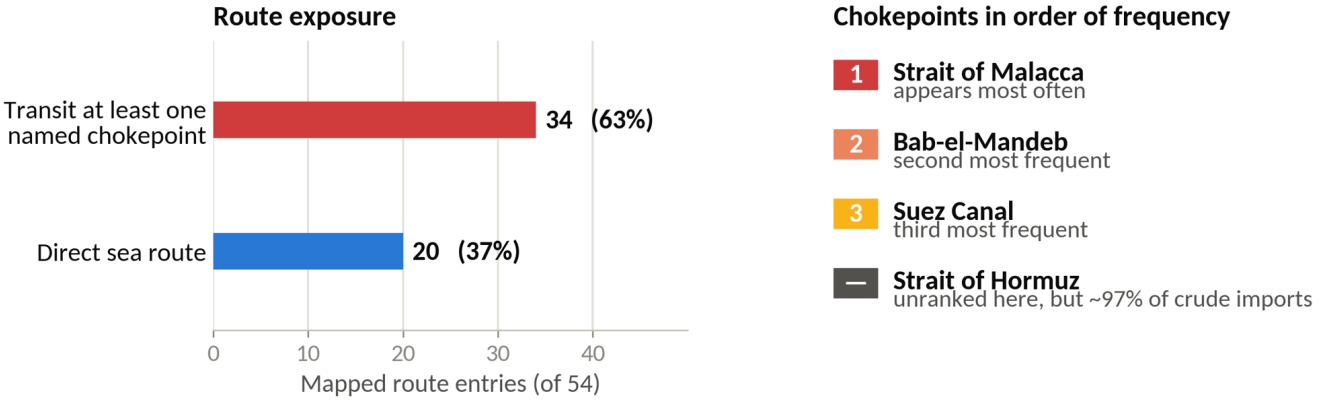


Figure C-1. World Map of Mapped Oil and Petroleum Supply Routes from Exporting Origin Ports to the Port of Batangas, Philippines

Note: The coordinates, marine routes, route distances, and shipping-day estimates shown in this study are intended for comparative planning and visualization. Mapped paths reflect usual maritime network routing assumptions from representative export outlets to Batangas Port and may differ from actual tanker voyages because of terminal selection, weather, navigational constraints, canal or chokepoint conditions, security advisories, port congestion, and commercial routing decisions.



Source: NOGCP Annex C (EPPB–PFRD 2026 study) and Table 1 of the hazard matrices. The study reports the order in which chokepoints appear but not per-chokepoint counts.

Figure C-2. Chokepoint Exposure of Mapped Philippine Oil Import Routes.

Annex D - DBM-Based Essential Government Workforce Estimates

These estimates used DBM Staffing Summary and Personnel Services as the primary basis. Tier 1 includes core emergency and immediate continuity personnel (health, law enforcement, defense, fire, etc.). Tier 2 expands to broader continuity-critical functions (education, social welfare, revenue, infrastructure, food systems, energy continuity, and market stabilization, such as DTI). Tier 3 adds a whole-of-government including LGUs continuity layer to reflect local frontline delivery of health, DRRM, welfare, engineering, sanitation, food continuity, and market operations. Tier 2 and Tier 3 estimates apply inclusion weights or scenario ranges to reflect partial essentiality. This is a policy-use proxy and not an official DBM classification.

Table D-1. Tier 1 Essential Workforce

Agency	Filled Plantilla
DOH	87,371
PNP	232,317
BFP	38,183
BJMP	24,893
AFP • Philippine Air Force (Air Force) • Philippine Army (Land Forces) • Philippine Navy (Naval Forces) • General Headquarters, AFP and AFP Wide Services Support Units (AFPWSSUs)	171,601 • 22,729 • 113,891 • 29,132 • 5,849
PCG	34,321
OCD	597
DOTr	5,022
DA	9,226
TOTAL	**603,531**

Source note: *DBM Staffing Summary 2026; user-validated agency selections for Tier 1 emergency and immediate continuity functions.*

Table D-2. Tier 1 Share

Category	Number	Share
Tier 1 Essential	603,531	31.6 percent
Others	1,304,326	68.4 percent
TOTAL	**1,907,857**	**100 percent**

Source note: *Computed from DBM Staffing Summary of 2026 filled Plantilla based on 1,907,857 positions.*

Table D-3. Tier 2 Broader Essential / Continuity-Critical Workforce Breakdown (Refined)

Continuity Sector	Agency / Cluster	DBM Filled Plantilla	Recommended Inclusion Weight	Estimated Essential Count
Education continuity	DepEd	864,957	30 percent	259,487
Social welfare / relief delivery	DSWD	233,693	75 percent	175,270
Revenue and customs continuity	DOF cluster	159,334	65 percent	103,567
Public works / infrastructure continuity	DPWH	1,169	65 percent	760
Food and agriculture continuity	BFAR	1,668	80 percent	1,334
Food and agriculture continuity	NMIS	309	80 percent	247
Energy continuity / regulation	DOE	1,299	55 percent	714
Market continuity / price monitoring	DTI	2,264	65 percent	1,472
TOTAL TIER 2				**542,851**

Source note: *DBM Staffing Summary 2026 and agency staffing tables; weights are policy-use assumptions reflecting continuity-critical physical presence.*

Table D-4. Combined National Government Essential Workforce Estimate

Category	Number	Share of Filled Plantilla
Tier 1 Essential Workforce	603,531	31.6 percent
Tier 2 Broader Essential Workforce	542,851	28.4 percent
Total Essential Workforce (National Government)	**1,146,382**	**60.0 percent**
All Other Government Workers	762,426	40.0 percent
Total Filled Plantilla	**1,908,808**	**100.0 percent**

Source note: *Computed from Tables D-1 to D-3 using DBM Staffing Summary 2026 as denominator.*

Table D-5. Tier 3 LGU Essential / Continuity-Critical Workforce (Proposed)

LGU Continuity Sector	Example Local Functions	Suggested Inclusion Weight	Why Included
Local health and medical services	City/municipal health offices, local hospitals, barangay health support	100 percent	Immediate health continuity
Local DRRM / rescue / public safety	CDRRMO / MDRRMO, rescue, emergency operations	100 percent	Immediate crisis response
Local social welfare / relief distribution	CSWDO / MSWDO	90 percent	Relief and vulnerable population support
Local engineering / roads / public works	City/municipal engineering, debris clearing, emergency repair	70 percent	Physical access and continuity
Local agriculture / food continuity	City/municipal agriculture offices	70 percent	Food continuity and supply monitoring
Local market / business / price monitoring	Local market inspection, business permits, consumer enforcement	60 percent	Market stabilization
Local sanitation / environmental health / waste services	Sanitation, waste management, burial services	80 percent	Public health continuity
General LGU administration	Mayor's office, HR, accounting, records, administration	20 percent–40 percent	Some are continuity-critical, most are support

Source note: *LGU rows are scenario-based continuity proxies for whole-of-government analysis and are not direct DBM classified essentiality counts.*

Table D-6. Whole-of-Government Essential Workforce Estimate (Including LGUs)

Category	Number
National Government Essential Workforce	1,146,382
LGU Essential / Continuity-Critical Add-on (Low)	100,000
LGU Essential / Continuity-Critical Add-on (High)	250,000
Whole-of-Government Essential Workforce (Low)	1,246,631
Whole-of-Government Essential Workforce (High)	1,396,631

Source note: *National Government totals are DBM-based; LGU add-ons are scenario ranges to reflect local frontline continuity functions.*

References

- DBM Staffing Summary 2026
- DBM FY 2026 DTI Staffing Summary (Office of the Secretary + attached agencies)
- DBM National Expenditure Program 2025
- LGU estimates are scenario-based continuity proxies for whole-of-government analysis.

Annex E - Guidelines on Fuel Retail Station Monitoring & Inspection

For monitoring and inspection activities involving fuel retail stations and petroleum supply facilities, PNP and LGU personnel shall, whenever practicable and consistent with operational urgency, coordinate with the DOE, particularly where technical validation, fuel supply assessment, or implementation of DOE advisories or enforcement measures are required. Nothing herein shall prevent the PNP from taking immediate law enforcement action within its mandate when a violation of law is committed in its presence or when urgent action is necessary to preserve public order, safety, or security.

Department of Energy (DOE)
Task Force on Energy Resiliency (TFER)

FREQUENTLY ASKED QUESTIONS
Fuel Retail Station Monitoring and Inspection

Guidance for the Philippine National Police and Local Government Units
(10 March 2026)

These clarifications are issued to assist the PNP and LGUs in conducting monitoring, inspection, and validation activities at fuel retail stations during periods of supply monitoring or potential supply disruption.

The objective is to ensure that anti-hoarding and fuel dispensing measures are properly observed, while protecting the continuity of legitimate fuel transactions and preventing unnecessary disruption to the traveling public and commercial operations.

Relevant legal bases include:

- Batas Pambansa Blg. 33
- Presidential Decree No. 1865
- DOE Circular 2017-11-0011

SECTION A: Conduct of Inspection

1. How should PNP and LGU personnel conduct monitoring or inspection of fuel retail stations?

PNP and LGU personnel conducting monitoring activities should observe the following procedures:

Coordination with the DOE

Prior to inspection activities, PNP and LGUs are encouraged to coordinate with the DOE for guidance or clarification when necessary.

DOE HOTLINE NUMBERS

A. LUZON FIELD OFFICE
(For Regions I, II, III and CAR)
Direct Line: (075) 653-0233 / (075) 656-0114 / (02) 8479-2900 local 570 / 572
E-mail: lfo.oimd@doe.gov.ph

B. CENTRAL OFFICE

(For Regions IV-A, IV-B (MIMAROPA), V and the NCR)

Direct Line: (02) 8840-2184

Trunkline: (02) 8479-2000 loc. 376

Email: rmmscd@doe.gov.ph

doe8888 email: doe@8888.gov.ph

C. VISAYAS FIELD OFFICE

(For Regions VI, VII, VIII and NIR)

Direct Line: (032) 253-7222

Trunk Line: (032) 253-3459 / 253-2150 local 200

Email: vfo@doe.gov.ph / vfo.oims@doe.gov.ph

D. MINDANAO FIELD OFFICE

(For Regions IX, X, XI, XII and BARMM)

Direct Line: (082) 221-0778

Mobile Nos.: 09187602228, 09543356548, 09852942019, 09951976694.

E-mail: eimd.doedavao@doe.gov.ph

1.1 Identification and Purpose of Visit

Inspection teams should:

- Properly identify themselves with the fuel station management or assigned supervisor.
- Clearly state that the visit is part of monitoring activities related to anti-hoarding and fuel supply management.
- Ensure that inspection activities do not unnecessarily disrupt normal station operations.

1.2 Areas for Monitoring

Inspection teams may observe and verify the following:

- **Current fuel inventory levels.** *(How much fuel is currently available at the gasoline station? Example: Checking of inventory documents and/or stock of available petroleum products in the station's storage tanks through a "dipstick".)*
- **Volume of daily fuel sales.** *(How much fuel is being sold each day? Example: Review the station's daily sales record to see how many liters of fuel were sold.)*
- **Implementation of purchase limits per vehicle, if applicable.** *(Is there a fuel purchase limit per vehicle being implemented at the gasoline station? Example: A temporary limit of 20 liters per motorcycle or 40 liters per car during supply disruptions.)*
- **Presence of unusual or bulk fuel purchases, except for legitimate purposes.** *(If there are unusually large fuel purchases, unless they are for valid purposes. Example: A private vehicle attempting to buy 200 liters of diesel, or several containers being filled at once. Valid purchases may include generators for hospitals or agricultural machinery)*
- **Dispensing of fuel in allowed containers. *(Annex E.1.1 – Guidelines on Appropriate Containers under DOE Circular 2017-11-0011)***
- **Visible notices on temporary fuel purchase limits.** *(Are there clear signs being posted about temporary fuel purchase limits? Example: A sign at the pump stating "Fuel Purchase Limit: Maximum 40 Liters per Vehicle")*

1.3 Documentation of Inspection *(inspection reports shall be treated as operational monitoring reports and not final determinations of liability.)*

Inspection teams may document the following for monitoring purposes:

- Station name and location.
- Date and time of inspection.
- Report showing/pictures of observed fuel supply condition.
- Report showing/pictures of any unusual purchasing activities noted.
- Station management explanation or clarification.

Important: Documentation should be used solely for monitoring and reporting purposes.

2. Can PNP or LGU personnel stop the operation of the gas station during monitoring?

PNP or LGU personnel may assist in stopping the operation of a gas station upon proper endorsement or coordination with the DOE for the implementation or enforcement of a duly issued Cease-and-Desist Order (CDO).

However, this is **without prejudice to the independent authority of the PNP, LGU, or other competent authorities to take appropriate enforcement action when the acts or circumstances observed constitute a violation of laws, rules, or regulations that they are authorized to enforce**.

For violations falling within the regulatory jurisdiction of the DOE, the monitoring team shall document and report the facts and circumstances observed or verified during monitoring for the DOE's assessment and appropriate enforcement action, including the issuance of a CDO when warranted and in accordance with applicable laws and due process.

3. What indicators may suggest possible fuel hoarding?

Monitoring teams may take note of the following as possible indicators of hoarding:

- Refusal to sell by the retail outlet (or gasoline station) despite availability of fuel;
- Posting of Out-of-Stock signs by the retail outlet despite availability of fuel;
- Closing of retail outlet and/or dispensing pump(s) despite availability of fuel;
- Bulk purchases that significantly exceed normal consumption patterns;
- Multiple container purchases within a short period by the same buyer without valid reasons;
- Repeated purchases by the same buyer within a short timeframe; and,
- Purchases with no clear operational justification.

Key Reminder:

"Hoarding", as defined under Batas Pambansa Blg. 33, refers to the undue accumulation of petroleum products beyond normal inventory levels or the unjustified refusal to sell or distribute the same to consumers. The presence of a bulk purchase alone does not automatically constitute hoarding. Monitoring teams should verify the buyer's intended use before taking any action.

Hoarding, on the part of the retailer, may include stockpiling and waiting for a more favorable pricing for their business. Meanwhile, hoarding (triggered by panic buying), on the part of consumers, may include stockpiling for personal advantage.

4. Are fuel stations allowed to impose purchase limits per vehicle?

Yes. Fuel retail stations may temporarily impose reasonable purchase limits per vehicle during periods of potential supply disruption. Such measures are intended to prevent panic buying, avoid hoarding, and ensure equitable access to available fuel supply.

Retailers are encouraged to prioritize the following during such periods:

- Emergency response units;
- Hospitals and medical facilities;
- Government operations;
- Public transportation; and,
- Telecommunications and other critical infrastructure.

These measures are preventive and temporary and may be lifted once supply conditions stabilize. The PNP and LGU personnel should recognize and respect such measures when observed during inspection.

5. Are fuel purchases using portable containers (e.g., jerry cans or drums) allowed?

Yes, provided that the transaction complies with DOE Circular 2017-11-0011. Fuel purchases using portable fuel-grade containers remain permitted for legitimate operational purposes.

Examples of customers that normally purchase fuel using containers include:

- **Fishing vessels and marine equipment** (*Example*: Small fishing vessels that need fuel delivered to the shoreline or dock);
- **Sea transport operations** (*Example*: Pump boats, small ferries, or service boats operating between islands.);
- **Generator sets for hospitals, telecommunications facilities, and government offices** (*Example*: Backup generators used by hospitals, telecommunications facilities, and government offices during power interruptions);
- **Agricultural machinery and equipment** (*Example*: Fuel for tractors, irrigation pumps, and harvesters used in farms);
- **Telecommunications towers and related facilities** (*Example*: Fuel for backup generators powering cell towers in remote areas);
- **Local government operational requirements** (*Example*: Fuel for LGU emergency response equipment, rescue vehicles, or disaster response generators);
- **Other private sector businesses with existing or valid purchase orders** (*Example*: Construction companies purchasing fuel for heavy equipment such as excavators, loaders, or road rollers); and,
- **Port service transport units and other equipment and machinery for operational necessity** (*Example*: Fuel for forklifts, cargo-handling equipment, or service vehicles inside ports);

Important: The buyer must be able to provide verification or proof of operational requirements. In this case, the consumer must present a valid proof of their operations (e.g., business permit, purchase orders, or certification).

SECTION B: Price Adjustments — Staggered Increase vs. One-time Full Increase

6. What is the difference between a full price adjustment and a staggered price adjustment?

For as long as the price complies with the range submitted to the DOE, staggered price adjustment is based on the commitment of oil companies to the DOE.

The DOE will release the weekly price range posted on the DOE's Official Facebook page. **(https://www.facebook.com/DOEgovph)**

Fuel stations may implement price changes through two approaches during price adjustment periods:

Table E-1. Description of Full Price and Staggered Price Adjustment

Full Price Adjustment	Staggered Price Adjustment
The new pump price is implemented immediately, effective on the date the adjustment takes effect.	The price change is implemented gradually, over a period of time to cushion consumers from large price increases and makes them more manageable for the transport groups and general public.
Consistent with standard industry pricing practice.	More consumer-friendly and reduces the risk of public tension/protest or immediate demand for fare increase.
Both approaches may be observed during price transitions and do not automatically indicate a pricing violation.	Both approaches may be observed during price transitions and do not automatically indicate a pricing violation.

The oil companies may voluntarily implement the price adjustment in a staggered manner based on the price adjustment range. The consumers may report only those outside of the price range.

7. Why do pump prices differ between fuel stations?

Differences in pump prices between fuel stations may occur due to competition, operational and commercial factors, including:

- Competition between nearby stations;
- Timing of price adjustments;
- Company or brand-specific pricing policies. Retailers follow the pricing scheme set by their oil company-supplier;
- Location, operating and logistics cost factors;
- Brand/dealer strategy discretion – promotion, discounts, loyalty pricing; and
- Local market demand and traffic conditions.

Important: Price differences between stations do not automatically indicate a pricing violation. The PNP and LGU personnel should not require immediate price equalization between stations based on observed differences alone.

8. Does a staggered price adjustment indicate a violation?

No. A staggered price adjustment is a voluntary submission by the oil companies to help temper the effect of price increase. Hence, as mandated by the DOE in its Advisory dated 6 March 2026, retail outlets are to observe the committed staggered adjustment price.

The DOE will periodically update the public on price adjustments received from oil companies. Hence, if pump prices are noted to be different from the DOE announcements, PNP and LGU personnel may report on this observation.

Note:
Any suspected irregular pricing practices, including possible overpricing, should be reported to the DOE for verification and appropriate action. PNP and LGU personnel are advised against unilaterally directing fuel stations to change posted prices without coordination with the DOE.

9. What should monitoring teams do if they observe potentially irregular pricing?

If monitoring teams observe pricing that appears significantly inconsistent with the applicable price adjustment, the following steps are recommended:

1. Record the station's name, address, and date of observation;
2. Record the previous and current weeks' prices and compute the difference;
3. Compare prices on the Price Display Board vis-a-vis dispensers;
4. Note the prevailing pump price for reference;
5. If the price difference is above the prevailing pump price, ask the station management for a brief explanation on the adjustment, if practicable;
6. Document the information and submit a report to the DOE for assessment and enforcement action;

SECTION C: Public Reporting — eGovPH eReport Workflow

10. How can the general public report fuel-related violations or concerns?

Citizens and members of the general public may report observed violations or concerns at fuel retail stations through the eGovPH eReport platform, which is accessible via the official eGovPH Super App or website.

Reports may be submitted for any of the following concerns:

- Panic buying *(Mahabang pila sa gasolinahan)*;
- Fuel hoarding *(Higit sa kaukulang dami ang binibiling produktong petrolyo)*;
- Non-compliance with fuel pricing / unauthorized price increase;
- Refusal to sell fuel *(Pagtanggi sa pagbebenta ng produktong petrolyo)*; and,
- Fuel shortage *(Mababa o walang available na produktong petrolyo)*

How the process works:

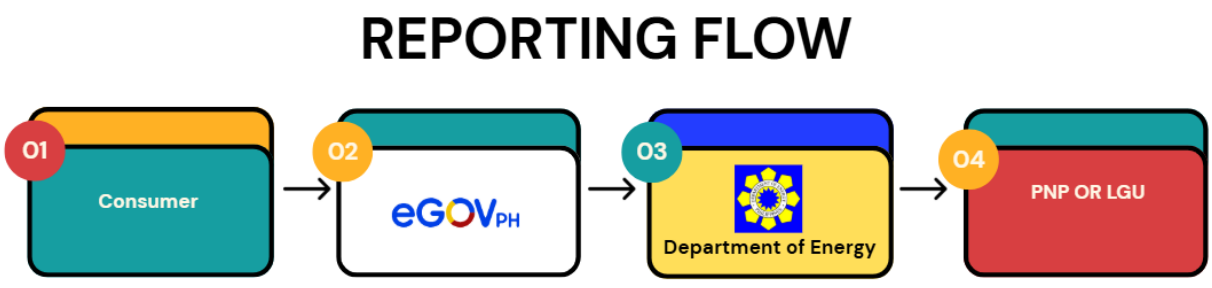


Figure E-1. Public Reporting Process via eGovPH

1. The citizen submits a report via the eGovPH eReport platform, providing the fuel station name, location, and the nature of the concern.
2. The report is received and reviewed by the DOE, which assesses whether the concern warrants a field inspection.
3. The DOE forwards the verified report to the appropriate PNP unit or LGU having jurisdiction over the reported station.
4. The PNP or LGU proceeds to the reported fuel retail station to conduct an on-site inspection and verification.
5. Findings are documented using the Simplified Inspection Report Form (see Annex E.1.2) and submitted to the DOE for appropriate action.

Note:
The PNP and LGU personnel dispatched through the eGovPH eReport process should coordinate with the DOE before and after the inspection. Findings should be documented and reported back to the DOE for proper enforcement action.
Key Policy Reminder
These clarifications are intended to support the continued availability and equitable distribution of petroleum products while preventing hoarding and unnecessary stockpiling, particularly during periods of potential supply disruption.
The role of PNP and LGU personnel in monitoring and inspection is to observe, document, and report — and to coordinate with the DOE for verification and enforcement of suspected violations.
For inquiries or clarifications, please coordinate with the DOE.

ANNEX E.1.1

DOE Circular 2017-11-0011 – Rule I Section 3 (b) and Section 14 (c) and (e), Appropriate Container

American Society for Testing Materials (ASTM) Portable Container	*Alternative Container e.g. tubes container*
	

Plastic Packaging Resins (American Chemistry Council)		
Resin Codes	***Description***	***Properties***
2 HDPE	**High Density Polyethylene (HDPE).** HDPE is used to make many types of bottles. Unpigmented bottles are translucent, have good barrier properties and stiffness, and are well suited to packaging products with a short shelf life such as milk. Because HDPE has good chemical resistance, it is used for packaging many household and industrial chemicals such as detergents and bleach. Pigmented HDPE bottles have better stress crack resistance than unpigmented HDPE.	• Excellent resistance to most solvents • Higher tensile strength compared to other forms of polyethylene • Relatively stiff material with useful temperature capabilities
7 OTHER	**Other.** Use of this code indicates that a package is made with a resin other than the six listed above, or is made of more than one resin and used in a multi-layer combination.	• Dependent on resin or combination of resins

https://plastics.americanchemistry.com/Plastic-Resin-Codes-PDF

Notation:

- Alternative container may refer to HDPE (High Density Polyethylene) type of materials that can be used exclusively for transporting the liquid petroleum products from retail outlet to the place of use or consumption, e.g. tube container.
- In selecting the appropriate or alternative container, look for Resin Code number 2 for HDPE and 7 for other miscellaneous types of plastic, e.g. polycarbonate, polylactide

ANNEX E.1.2

Republic of the Philippines

DEPARTMENT OF ENERGY

Task Force on Energy Resiliency (TFER)

SIMPLIFIED FUEL RETAIL STATION INSPECTION REPORT FORM For Use by PNP and LGU Field Personnel			
Business Name:		**Date of Inspection:**	
Dealer / Operator:		**Time In & Time Out:**	
Business Address:		**eReport Reference No.:**	
Contact No.:		**Inspecting Unit / Office:**	

I. TYPE OF CONCERN OBSERVED / Uri ng Naobserbahang Paglabag		
Check	**Type of Concern / Uri ng Alalahanin**	**Legal Basis**
Supply-Related Concerns		
☐	**1. Hoarding by Consumers** (Panic Buying / Stockpiling) *"May mahabang pila sa gasolinahan"*	Batas Pambansa Blg. 33; DOE DC2017-11-0011 — Anti-hoarding and equitable distribution provisions Executive Order 110, s. 2026, Sec. 5(d).
☐	**2. Hoarding by Traders** (Commercial Hoarding) *"Higit sa kaukulang dami ang binibiling produktong petrolyo"*	Batas Pambansa Blg. 33, Sec. 3(a); Presidential Decree No. 1865 Executive Order 110, s. 2026, Sec. 5(d).
☐	**3. Fuel Shortage** *"Mababa o walang available na produktong petrolyo"*	Batas Pambansa Blg. 33; DOE DC2017-11-0011 — Supply monitoring provisions
☐	**4. Refusal to Sell Fuel** *"Pagtanggi sa pagbebenta ng produktong petrolyo sa consumer"*	Batas Pambansa Blg. 33, Sec. 3(b) — Unjustified refusal to sell or distribute petroleum products
Pricing-Related Concerns		

Retail Pump Price Matrix

Fuel Product (PRICE/LITER)	***Week of Implementation***	***RON 97***	***RON 95***	***RON 91***	***Diesel +***	***Diesel***	***Kerosene***
Previous Week Price							
Current Week Price							
Price Adjustment							
Mandated / Notified Price Adjustment							
Remarks on Compliance							

☐	**5. Non-Compliance with Fuel Pricing** *"Mabilis at malaking pagtaas ng presyo sa isang linggo"*	Batas Pambansa Blg. 33; DOE Oil Price Monitoring Guidelines
☐	**6. Unauthorized Price Increase** *"Hindi naaayon sa tamang presyo"*	Batas Pambansa Blg. 33, Sec. 3(c); Presidential Decree No. 1865 — Unjustified price increases

II. REMARKS / OBSERVATIONS / Mga Obserbasyon

III. ACTIONS TAKEN / Mga Hakbang na Ginawa

- ☐ Verbal reminder issued to station management
- ☐ Transaction documented and reported to the DOE
- ☐ Coordinated with DOE for further enforcement
- ☐ No violation observed; monitoring completed
- ☐ Other (please specify): _____

Inspected by:

Signature over Printed Name of PNP / LGU Inspector

Conforme:

Signature over Printed Name of the Owner / Officer-in-Charge

For DOE Use Only: This form should be submitted to the DOE.

Annex F - List of Basic Necessities and Prime Commodities

Based on Republic Act 7581 (the Price Act)

The Price Act was enacted to ensure the availability of essential goods at reasonable prices, especially during times of calamities, emergencies, or market disruptions. As part of its regulatory framework, the law identifies and classifies certain goods into two key categories: **basic necessities and prime commodities**.

These classifications serve as the foundation for government intervention in pricing. **Basic necessities** refer to goods that are vital for human survival and are automatically subject to price control measures when a state of calamity or emergency is declared. On the other hand, prime commodities are also essential to daily living but are generally subject to price ceilings only when deemed necessary by the appropriate government authorities.

The following sections present the official list of goods designated as **basic necessities** and **prime commodities** under the Price Act.

Table F-1. List of Basic Necessities

Basic Necessities	
Food items	Rice
	Corn
	Bread
	Fresh, dried, and canned fish and other marine products
	Fresh pork, beef, and poultry meat
	Fresh eggs
	Fresh and processed milk
	Fresh vegetables
	Fresh fruits
	Root crops
	Coffee
	Sugar
	Cooking oil
	Clean drinking water
	Salt
Non-food items	Laundry soap
	Detergents
	Firewood
	Charcoal
	Candles
	Household liquefied petroleum gas (LPG)
	Kerosene

Health	Drugs classified as essential medicines by the **Department of Health** • Paracetamol (for fever and pain) • Amoxicillin (antibiotic) • Cotrimoxazole (antibiotic) • Metformin (for diabetes) • Amlodipine (for hypertension) • Salbutamol (for asthma) • Oral Rehydration Salts (ORS) (for dehydration) • Insulin (for diabetes) • Oxytocin (for maternal care)

Table F-2. List of Prime Commodities

Prime Commodities	
	Flour
	Dried, processed, and canned pork, beef, and poultry
	Dairy products (not included in basic necessities)
	Noodles
	Spices
	Condiments
	Onions
	Garlic
	Vinegar
	Patis (fish sauce)
	Soy sauce
Household & personal care	Toilet soap
Agriculture inputs	Seed and planting materials
	Fertilizers
	Pest control
	Animal production inputs
	Farm equipment and machinery
	Soil inputs and irrigation systems
	Fish seeds and feeds
	Fishing gear and equipment
	Hatchery and aquaculture supplies
	Animal and fish biologics

Industrial & construction materials	Paper
	School supplies
	Nipa shingles
	Sawali
	Cement
	Clinker
	GI sheets
	Hollow blocks
	Plywood
	Plyboard
	Construction nails
	Steel wire
Utilities & electrical	Batteries
	Electrical supplies
	Light bulbs
Health	Drugs **not classified as essential medicine** • Branded or non-essential antibiotics • Specialized or high-cost medicines (e.g., cancer drugs, biologics) • Lifestyle medicines (e.g., for erectile dysfunction, weight loss) • Vitamins and supplements not in the essential list • Cosmetic or dermatological drugs

Annex G.1 - DOE Statement Messaging Guide

The following message guide is a worked example for an external supply disruption arising from overseas conflict. The framing, tonality and do's and don'ts set out below apply to any NOGCP activation; the illustrative wording refers to the impact of conflict in the Middle East and should be adapted to the hazard actually in play. It helps frame the messaging and tonality of the DOE across touch points amid the impact brought by the conflict in the Middle East. This serves as a guide for framing DOE's responses to questions regarding the conflict, as well as the basis in developing the narrative for the press releases and social media posts.

OVERALL MESSAGING GUIDANCE:

Anchor to:	**Structure Statements:**	**Tonality:**
1. Global oil market dynamics 2. Middle East developments	1. Action-oriented 2. Purpose-driven 3. People-focused	1. Calm 2. Firm 3. Confident 4. Matter-of-fact

TOPLINE GUIDANCE FOR PROVIDING RESPONSES

The following guides how DOE should approach answering questions or framing PR statements:

- Always start with empathy
- Avoid technocratic language
- Never sound powerless/hopeless
- Be candid that the government is in on top of the situation, but not defensive
- Position yourself as being proactive and going above and beyond the DOE mandates
- Be patient in simplifying the energy language
- Always end with action and circle back to the main message: THE DOE IS ON TOP OF THE SITUATION

Table G-1. Messaging Guides, the Do's and Don'ts

Context	Do's and Don'ts

Situational Framing of the Global Context	**DO**
	• Anchor to external, global drivers instead of domestic failure
	  ○ "Amidst developments in the Middle East affecting global oil markets..."
	  ○ "Due to the shifts in global supply and logistics..."
	• Use controlled and neutral descriptors for the conflict.
	  ○ "Ongoing tensions", "Continuing conflict"
	  ○ "Evolving/developing situation in the ME..."
	  ○ "Tightening global oil supply conditions..."
	• Emphasize interconnected markets
	  ○ "Global oil prices remain interconnected..."
	• Frame price increase in the context of global situation:
	  ○ "Price adjustments are driven by global factors..."

Context	Do's and Don'ts

	DO NOT
	• Use alarming or escalatory words to describe the fuel situation brought about by the conflict:
	  ○ "Crisis", "Chaos", "Shock", "Collapse", "Unrecoverable". "Uncertainty"
	• Use geopolitical labels to describe the conflict:
	  ○ "War", "Invasion", "Occupation", "Retaliation"
	• Suggest permanence or lack of control:
	  ○ "Never-ending", "Uncontrolled", "Spiraling"

Positioning of DOE to strengthen Control of the situation and active leadership	**DO**
	• Use assertive, operational verbs:
	  ○ "DOE is actively monitoring..."
	  ○ "DOE is coordinating with industry players..."
	  ○ "DOE has directed..."
	  ○ "DOE continues to strengthen safeguards..."
	  ○ "DOE is investigating..."
	  ○ "DOE is exploring... together with..."
	  ○ "DOE is coordinating together with..."
	  ○ "DOE has deployed..."
	  ○ "DOE has announced... which enforces..."
	• Reinforce central leadership alignment (with the administration)
	  ○ "As directed by the President..."
	  ○ "Pursuant to EO 110... DOE has implemented..."
	• Emphasize whole-of-government execution
	  ○ "DOE, in coordination with [name relevant agencies]..."
	  ○ "DOE is working with international communities like [countries] to ensure..."
	DO NOT
	• Use passive or reactive descriptions:
	  ○ "DOE is waiting..."
	  ○ "DOE is studying/reviewing..." (unless there is a concrete action arising from the review)
	• Use words that suggest fragmentation:
	  ○ "Different agencies are handling separately..."
	  ○ "This is under the remit of..." (without context as to what DOE's role or collaboration is on the statement)
	• Overuse of qualifiers that dilute authority or intended action:
	• "may", "possibly", "potentially", "likely"

Context	Do's and Don'ts

DOE Action and Response language	**DO**
	• Lead with what is being done now:
	  ○ "DOE has deployed..."
	  ○ "DOE is implementing..."
	  ○ "DOE has launched..."
	  ○ "DOE is ensuring..."
	  ○ "DOE has met with... and we are actively pursuing..."
	• Pair action + outcome in statements:
	  ○ "To ensure stability of supply, DOE has..."
	  ○ "To minimize impact on consumers, DOE launched..."
	• Showcase continuity of action:
	  ○ "DOE continues to monitor and act..."
	  ○ "DOE will continue to provide..."
	DO NOT
	• Lead with the problem before the response (action):
	  ○ "Oil prices are rising... DOE is responding by..."
	  ✏ Reframe: "DOE has implemented... in response to the rising oil prices."
	• Use vague commitments:
	  ○ "DOE will try to..."
	  ✏ Reframe: "DOE commits to..."
	• Overemphasizing DOE's limitation:
	  ○ "DOE cannot control global prices".
	  ✏ Reframe: "While oil prices are externally driven, DOE is taking active steps to manage local impact..."
	IMPORTANT GUIDE:
	Every statement should signal movement and action and not just provide a reason, excuse or explanation.

People-centric framing	**DO**
	• Always connect actions and policies to people:
	  ○ "DOE has mandated... to protect Filipino households."
	  ○ "DOE has launched...to support commuters and small businesses."
	• Use relatable economic terminologies to describe the benefit of DOE actions:
	  ○ "...to help ease daily expenses."
	  ○ "...to reduce the pressure on our commuters."
	  ○ "...to mitigate the impact on our public transport drivers."

Context	Do's and Don'ts

People-centric framing	• Emphasize stability and reassurance:
	  ○ "We want to reassure Filipinos that the DOE is taking active steps to ensure supply remains sufficient..."
	DO NOT
	• Cite purely in technical or macroeconomic terms:
	  ○ "Global oil prices have increased due to supply-side constraints and geopolitical tensions, leading to domestic price adjustments."
	  ✏ Reframe: "Due to developments in the Middle East affecting global oil supply, fuel prices are adjusting, but DOE is working to help minimize the impact on everyday transportation and household expenses."
	  ○ "Oil markets remain volatile due to shifting global demand-supply dynamics."
	  ✏ Reframe : "While global oil prices continue to fluctuate due to international developments, the DOE is closely monitoring the situation and working closely with the local oil companies to manage its impact on local fuel prices and protect consumers."
	  ○ "DOE is implementing mechanisms to mitigate second-round inflationary effects."
	  ✏ Reframe: "The DOE is putting measures in place to help prevent further increases in transport and basic goods, easing the burden on Filipino families."
	• Dismissive messaging:
	  ○ "There is no issue"
	  ○ "There is no cause for concern"

Local Market & Pricing Situation to position that price movement is understood, monitored and managed.	**DO**
	• Constantly emphasize action:
	  ○ "DOE is closely monitoring price movements..."
	• Highlight fairness and enforcement:
	  ○ "To ensure fair pricing practices, DOE is coordinating with the various fuel companies to..."
	DO NOT
	• Use emotionally charged or triggering terms:
	  ○ "Price surge", "spike", "soaring"
	• Attribute blame loosely:
	  ○ "DOE has no control over the pricing of fuel companies."
	• Normalizing the situation:
	  ○ "Fuel prices are unpredictable"
	  ○ "In the foreseeable future until we see a resolution in the conflict in the Middle East, fuel price increases will remain reactive to global oil prices."

Context	Do's and Don'ts

Public Behavior Guidance	**DO**
	• Give clear, calm instructions
	  ○ "Filipinos are encouraged to continue normal purchasing routines."
	• Reinforce sufficiency of supply without overpromising:
	  ○ "The DOE assures the public that current inventory remains adequate"
	• Use measured reassurance:
	  ○ "There is no need for advance purchasing, stockpiling or additional buying."
	DO NOT
	• Use commanding or restrictive tone:
	  ○ "Do not panic buy"
	• Over-reassure without evidence:
	  ○ "There will be no shortage" (without evidence)
	• Never introduce hypothetical worst-case scenarios, even if asked:
	  ○ "The ongoing war in the Middle East continues to severely disrupt global oil supply chains, creating volatility in global oil prices. Despite our sufficient oil supply, the unforeseen end of the conflict may lead to significant fuel shortages and sharp price hikes in the Philippines."

Annex G.2 - DOE Emergency Communication Framework under the NOGCP

Under the NOGCP, this Emergency Communication Framework shall guide the DOE in delivering timely, accurate, coordinated, and authoritative public information before, during, and after the activation of the SPSD mechanism.

The Framework is intended to support the orderly implementation of SPSD measures, prevent speculation and panic buying, protect public confidence, and ensure that all official communication is based on verified technical information and consistent whole-of-government messaging.

Upon SPSD activation, the DOE shall immediately issue an official announcement informing the public, industry stakeholders, and concerned government agencies of the activation, the basis for the measure, and the initial actions being undertaken to safeguard petroleum supply availability. This announcement shall serve as the primary government reference point for all public information on the matter.

All communication shall be anchored on four message pillars: supply stability, preparedness and coordination, public cooperation, and transparency. The DOE shall emphasize that contingency measures are being implemented to support the orderly distribution of available petroleum supply; that coordination with oil companies, logistics providers, local government units, and relevant national agencies is ongoing; that the public should avoid unnecessary fuel purchases and rely only on official advisories; and that verified updates will be issued as developments warrant.

Press releases, media statements, public advisories, social media materials, and situation updates shall be prepared by the DOE-PAO, in close coordination with the Oil Industry Management Bureau (OIMB) and the Task Force on Energy Resiliency (TFER). OIMB shall validate technical information, including inventory status, distribution priorities, supply arrivals, replenishment schedules, and other petroleum-related data. TFER shall provide operational updates and situation monitoring inputs. PAO shall consolidate, translate, and package these inputs into clear public communication materials, subject to the appropriate clearance and approval process.

The DOE Secretary shall serve as the principal spokesperson for major announcements, policy directions, and high-level public statements. Authorized undersecretaries, assistant secretaries, bureau directors, or technical spokespersons may provide operational or technical updates, as appropriate and duly cleared.

Communication Structure and Responsibilities:

Office/Agency	Primary Responsibilities
DOE Secretary	Principal Spokesperson; approval of major public statements
Public Affairs Office	Lead communication management, media handling; press release preparation
Oil Industry Management Bureau	Technical validation of supply, inventory, and distribution information
Task Force on Energy Resiliency	Situation monitoring and operational updates
Presidential Communications Office (PCO)	Whole-of-government coordination messaging
Oil Industry Players	Coordination on operational advisories and implementation support

During the activation period, the DOE shall provide regular updates to the media, stakeholders, and the public, depending on the severity of the situation and the pace of developments. These updates may include fuel supply status, import arrivals, distribution conditions, areas requiring priority attention, government interventions, and public advisories on responsible fuel consumption. Where necessary, the DOE shall conduct press briefings to explain the situation, address public concerns, correct misinformation, and reinforce confidence in the government's response.

The DOE shall also maintain direct communication with key stakeholders, including oil industry participants, transport groups, local government units, other national government agencies, and critical sectors dependent on petroleum supply. These communications shall support operational coordination, ensure consistency of public messaging, and allow the Department to respond quickly to emerging concerns on the ground. Information intended for operational coordination shall be distinguished from information intended for public release, particularly where supply allocation, logistics, security, or commercially sensitive data are involved.

A misinformation monitoring and response mechanism shall be implemented throughout the activation period. PAO shall monitor traditional media, social media, stakeholder feedback, and public inquiries to identify inaccurate reports, misleading claims, or panic-inducing narratives. Suspected misinformation shall be verified with OIMB, TFER, or other concerned offices before correction. Verified corrections and clarifications shall be issued immediately through official DOE channels and, when necessary, amplified through partner government communication platforms.

Once supply conditions stabilize, the DOE shall issue an official advisory on the normalization or deactivation of SPSD measures. This advisory shall communicate the basis for deactivation, the status of petroleum supply conditions, and any continuing measures to strengthen national petroleum security. When appropriate, the DOE may also release a summary of government actions undertaken, supply interventions implemented, and lessons learned to support future contingency planning.

Through this framework, the DOE shall ensure that emergency communication remains disciplined, factual, and responsive. The end goal is to keep the public informed but calm, align industry and government action, prevent misinformation and panic behavior, and preserve confidence in the government's ability to manage petroleum supply emergencies.

COMMUNICATION COMPONENTS

A. SPSD Activation Announcement	Purpose	Key Message Points	Channels
	To formally announce the activation of the SPSD mechanism and communicate immediate government response measures.	• Government has activated contingency measures to ensure fuel supply continuity; • Existing petroleum inventories and strategic reserves are being managed; • Distribution prioritization mechanisms are in place; • The public is advised against panic buying; • Government is closely coordinating with industry stakeholders and relevant agencies.	• Official DOE Press Release • Press Conference / Media Briefing • DOE Social Media Platforms • DOE Website Advisory • Government Media Networks • SMS / Viber Groups for key stakeholders • Inter-agency advisories

B. Situation Updates and Media Briefings	Frequency	Content	Recommended Spokespersons
	• Daily during severe disruption; • As-needed basis depending on developments.	• National inventory levels; • Distribution status; • Priority sector allocations; • Port operations and logistics status; • Supply arrivals and replenishment timelines; • Government interventions and coordination measures.	• DOE Secretary • DOE Undersecretary concerned • OIMB Director • Authorized technical spokespersons
C. Public Information and Consumer Advisory	**Objective**	**Advisory Topics**	**Tone**
	To manage public expectations and discourage panic-driven behavior	• Fuel conservation practices; • Priority allocation protocols; • Retail station operating advisories; • Clarification on misinformation or fake news; • Government fuel stabilization measures.	• Calm • Assuring • Practical • Factual

A. Crisis Messaging Framework

Core Message Pillars	
• Supply Stability	"The government is implementing contingency measures to maintain fuel supply availability nationwide."
• Preparedness and Coordination	"The DOE is working closely with industry players and government agencies to ensure orderly fuel distribution."
• Public Cooperation	"Responsible fuel consumption and public cooperation are essential in supporting national energy resilience."
• Transparency	"The DOE will continue to provide timely and verified updates to the public."

B. Monitoring and Feedback

Objective	Task
Rapid response mechanisms shall be implemented for misinformation correction and clarification issuance.	PAO shall continuously monitor: • Media coverage; • Public sentiment; • Social media discourse; • Fuel-related misinformation; • Stakeholder concerns; • Market reactions.

C. Post-Activation Communication

Upon stabilization of supply conditions:

- Issue official deactivation advisory;
- Communicate normalization measures;
- Release summary of government actions undertaken;
- Highlight lessons learned and improvements moving forward.

D. Recommended Communication Outputs

Output	Lead Office	Timeline
SPSD Activation Press Release	PAO + OIMB	Within 1 hour of activation
Media Briefing	PAO	Within 3 hours
Consumer Advisory	Consumer Welfare and Promotion Office (CWPO)	Same Day
Situation Report	TFER	Daily
Social Media Cards	PAO	Daily or as needed
Misinformation Clarification	PAO	Immediate upon detection

E. Strategic Communication End-State

The communication response shall ultimately ensure that:

- The public remains informed but calm;
- Fuel distribution measures are clearly understood;
- Confidence in government intervention is maintained; and
- National energy security messaging remains coherent, disciplined, and credible throughout the emergency response period.



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