

Research Article

Maritime Law Enforcement Performance of Philippine Coast Guard Stations and Sub-Stations: An Assessment

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Abstract

This study assessed the maritime law enforcement (MLE) performance of the Philippine Coast Guard (PCG) stations and sub-stations under the Coast Guard District National Capital Region–Central Luzon (CGDNCR-CL) and the Coast Guard District Southern Tagalog (CGDSTL). The research focused on evaluating the level of performance in arresting violators, conducting investigations, filing of cases, and carrying out court duties, as well as identifying the challenges encountered in implementing maritime law enforcement functions. A descriptive quantitative design was utilized, and data were collected from 326 PCG personnel through an online survey using Likert-scale items. Statistical analysis included descriptive and inferential methods, particularly the Mann-Whitney U test, to determine differences in performance between the two districts. Results revealed that the overall level of performance of PCG stations and sub-stations in both districts was excellent, with CGDNCR-CL achieving a median score of 3.51 and CGDSTL 3.31 in the area of arresting violators. Similarly, performance in investigation, case filing, and court duties ranged from good to excellent. However, the study identified recurring challenges, including limited logistical resources, inadequate specialized training, jurisdictional overlap, and insufficient inter-agency coordination. Despite these obstacles, findings indicated that there was significant difference in MLE performance between the two districts. The study concludes that the PCG effectively performs its law enforcement duties but requires capability enhancement in resources, technology, and personnel training to sustain operational efficiency. A proposed training development plan was formulated to strengthen capability in arrest, investigation, evidence handling, and case preparation.

Keywords: Maritime Law Enforcement, Philippine Coast Guard, Arrest, Investigation, Case Filing, Performance Assessment.

Introduction

The Philippine Coast Guard (PCG)-the nation's third uniformed armed service alongside the Armed Forces of the Philippines and the Philippine National Police-plays a pivotal role in maintaining safety, security, and law enforcement across the country's vast maritime zones. Originally established under Act No. 266 and later strengthened through Republic Act No. 9993, the PCG's primary mandate encompasses maritime safety, marine environmental protection, maritime security, maritime search and rescue, and maritime law enforcement.

Maritime law enforcement involves preventing and responding to crimes and violations that occur within national waters and exclusive economic zones. These include illegal, unreported, and unregulated (IUU) fishing, piracy, smuggling, human and drug trafficking, and illegal wildlife trade. The PCG's function is crucial given that the Philippines, as an archipelagic state, is vulnerable to transnational maritime threats that endanger economic, ecological, and national security. Globally, the concept of "good order at sea" (Bateman and Ho, 2014) emphasizes that effective law enforcement and inter-state cooperation are essential to preserving maritime safety and sustainability. According to Kim (2018), coast guards function not only as enforcers of national maritime laws but also as humanitarian and constabulary forces bridging civilian and defense responsibilities. However, challenges such as limited manpower, shortage of assets, and fragmented inter-agency coordination hinder the effective implementation of law enforcement operations, particularly at the station and sub-station levels.

Literature Review

The review of related literature and studies established a comprehensive understanding of the global and local context of maritime law enforcement, highlighting its indispensable role in ensuring maritime security, sovereignty, and order within the national and international maritime domains. The reviewed materials emphasized the complex and multifaceted nature of maritime threats, the operational challenges confronting enforcement agencies, and the evolving responsibilities of the Philippine Coast Guard (PCG) as the country's primary maritime law enforcement body.

Globally, the Coast Guard functions as a central pillar in promoting maritime security, law enforcement, and emergency response. Bruwer (2020) and Kismartini *et al.*, (2024) asserted that approximately ninety percent of global trade occurs over the seas, thereby rendering the maritime domain vulnerable to a wide range of illegal activities including piracy, smuggling, illegal fishing, drug trafficking, human trafficking, and the illicit trade of wildlife products. Sosnowski *et al.*, (2024) identified these crimes—specifically piracy and armed robbery, illegal, unreported, and unregulated (IUU) fishing, and the trafficking of drugs, humans, and wildlife—as major transnational threats affecting not only coastal nations but also the global economy and maritime safety. Maritime security, as articulated by Bellamy (2020), extends beyond traditional national defense to encompass economic, energy, food, environmental, and human security. The literature collectively underscores that maritime law enforcement operates within an intricate legal framework governed primarily by the United Nations Convention on the Law of the Sea (UNCLOS) and complemented by several key international conventions addressing drug trafficking, maritime navigation safety, and the suppression of unlawful acts at sea (Wilson, 2016).

Piracy and maritime terrorism continue to be enduring concerns, especially in the Indo-Pacific region. Abayon (2021) and Riaz *et al.*, (2022) observed that the Sulu and Celebes Seas, situated between the Philippines, Indonesia, and Malaysia, remain hotspots for piracy, smuggling, and terrorism due to porous borders, jurisdictional complexities, and socioeconomic vulnerabilities. Likewise, the problem of drug trafficking in Southeast Asia, particularly in the “Golden Triangle” region, reflects deeply rooted criminal networks intertwined with public health and social instability (Mutiarin *et al.*, 2019; Simbulan *et al.*, 2019). Human trafficking, as analyzed by Mileski *et al.*, (2020) and Legarde (2023), presents another dimension of maritime criminality, wherein seaborne smuggling routes facilitate the movement of irregular migrants and victims of exploitation. The maritime sector also serves as a conduit for illegal, unreported, and unregulated (IUU) fishing, which undermines marine sustainability, fosters labor exploitation, and fuels transnational organized crime (Mackay *et al.*, 2020; Guevarra, 2024; Chen and He, 2025). Additionally, illegal wildlife trade (IWT), as reported by Sosnowski and Moreto (2021), UNODC (2020), and Armstrong *et al.*, (2023), poses significant ecological and governance challenges, especially across the Sulu–Celebes region, where high biodiversity coincides with limited enforcement capacity.

Law enforcement agencies worldwide face persistent institutional and logistical barriers that constrain their effectiveness. Aleksandra (2018) and Legarde (2023) identified key challenges such as resource limitations, jurisdictional restrictions, inadequate training, and weak inter-agency coordination. Technological deficiencies further hinder maritime surveillance and response capabilities (Riaz *et al.*, 2022), while Fischer (2021) emphasized that effective enforcement requires not only sound legal frameworks but also community participation, incentive systems, and continued professional development among personnel. Within the Philippine setting, the Philippine Coast Guard (PCG), operating under Republic Act No. 9993, is mandated to perform functions related to maritime safety, environmental protection, search and rescue, maritime security, and law enforcement. The Philippines' geostrategic location makes it a central maritime hub and, simultaneously, a vulnerable target for transnational crimes such as piracy, trafficking, and illegal fishing (Abayon, 2021). Recent studies (Abad *et al.*, 2023; Terry and Donato, 2024) reveal that while the PCG has made significant strides in expanding its operational capacity through the acquisition of multi-mission vessels and command-and-control systems, its performance remains constrained by limited assets, harsh operating conditions, and skill gaps among personnel. Abanilla (2024) reported unsatisfactory proficiency levels among PCG officers in law enforcement procedures such as arrest, search and seizure, custodial investigation, and case filing, underscoring the urgent need for capacity-building and professional training.

The reviewed literature underscores the importance of bilateral and multilateral cooperation in addressing maritime crimes. The Philippines–Vietnam Coast Guard hotline, established in 2013, serves as a model of collaborative maritime governance, facilitating coordination on search and rescue, fisheries surveillance, and the suppression of maritime crimes (Chang, 2021). Similarly, regional examples from Indonesia, Taiwan, and Nigeria demonstrate how technology-driven initiatives, joint patrols, and harmonized legal mechanisms

enhance maritime enforcement and transboundary security (Dao *et al.*, 2024; Shih, 2024; Nikpayam and Mansouri, 2025).

The convergence of global and local studies indicates that effective maritime law enforcement hinges on four interrelated factors:

- 1) Human Resource Development–continuous professional training and specialization of personnel in maritime law, investigation, and interagency coordination;
- 2) Technological Innovation–integration of modern surveillance tools such as UAVs, radar, and satellite systems;
- 3) Institutional Collaboration–strengthening partnerships among national, regional, and international agencies; and
- 4) Legal and Policy Enhancement–refining national legislation to align with international maritime conventions.

Ultimately, as emphasized by Manglicmot (2019) and Legarde (2023), strengthening the Philippine Coast Guard's capacity and capability is vital for securing the nation's maritime interests, safeguarding its marine resources, and ensuring peace and order in its territorial waters. Investing in comprehensive training programs, advanced technology, and intergovernmental cooperation will enable the PCG to effectively execute its mandate and respond to the complex spectrum of maritime crimes threatening national and regional security.

Theoretical Framework

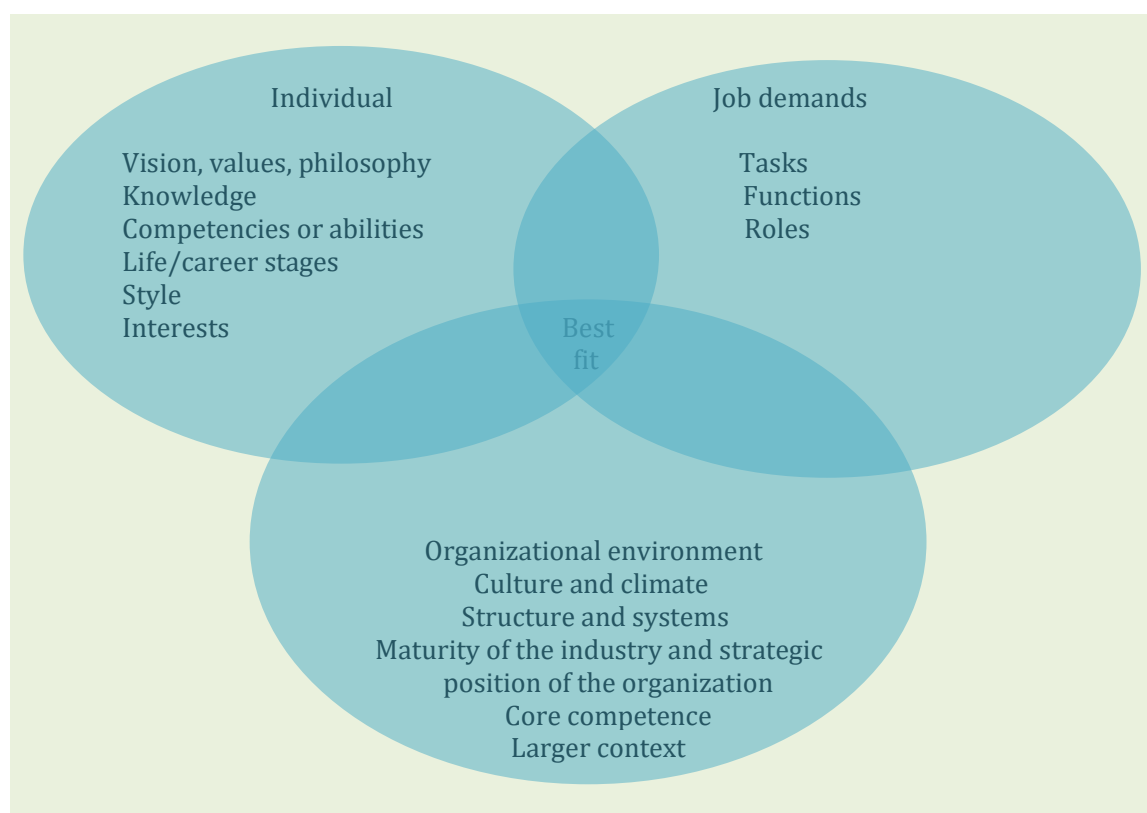


Figure 1. Theoretical framework.

The study was anchored on Boyatzis' (1982) Theory of Action and Job Performance, which posits that effective job performance arises from the alignment among three factors: individual competencies, job demands, and the organizational environment. Applied to the PCG context, the model emphasizes that personnel performance in maritime law enforcement depends on the intersection of their knowledge and skills, the operational demands of enforcement activities, and institutional support systems such as policies, training, and logistics. The first component of the theory focuses on the individuals assigned in the Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL that focuses on knowledge and skills necessary to effectively and efficiently perform the PCG Maritime Law Enforcement function. In this setting,

the PCG personnel are expected to have profound knowledge and skills in terms of Maritime Law Enforcement and have the capability to hold their roles as law enforcers. The second component of Boyatzis theory of performance encompasses the duties and responsibilities of the PCG personnel assigned in the Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of the Maritime Law Enforcement. As law enforcers, the personnel have the duty to arrest violators of law, conduct investigation, filing of cases of the arrested violators and subsequently render court duties, as required.

The third component of the theory focuses on the organizational environment of the study. These includes policies and guidelines structured as the foundation of the organization to enhance capability development, which is essential in every PCG personnel professional growth, skill enhancement, and overall, an excellent job performance of the personnel assigned in the Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL, which is expected to them. This will significantly contribute to the overall effectiveness of the functions of the PCG ensuring that assigned personnel are performing well and are capable enough to fulfill the mandated functions.

Conceptual Framework

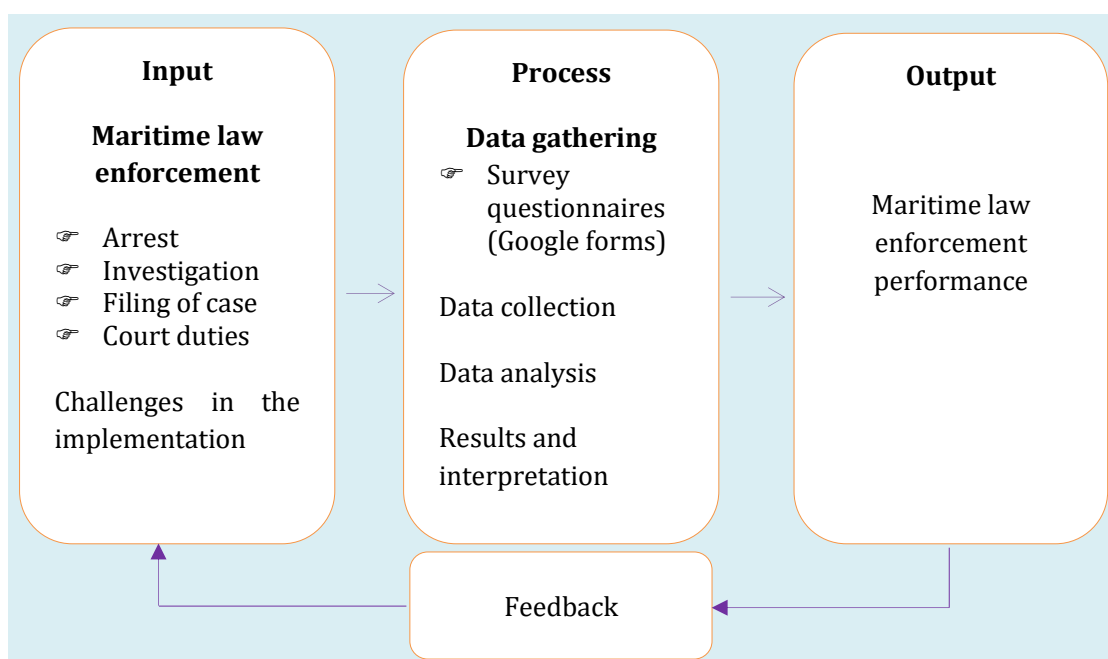


Figure 2. Conceptual framework.

Above represents the conceptual framework used in the study, the input, process, output model. This is a step-by-step procedure that was used to answer the research question in the study. The input includes the problem statements of the study and the process mechanism involves collecting data through online survey using google form, data collation, analysis of data and coming up with the result in the output phase, which is the Maritime Law Enforcement Performance of the CG stations and sub-stations in this case.

Significance of the Study

The study holds significant implications to the following:

- ✦ **The Government:** This study will develop competencies required for a PCG personnel as enforcers of the law, prior assignment in the field operating units in order to effectively and efficiently perform the PCG core functions particularly, the Maritime Law Enforcement. With this, the PCG personnel could deliver quality service to the public thereby upholding and accomplishing the mission and duties to the government.
- ✦ **The PCG Organization:** This will aid as a mechanism and foundation of PCG trainers in molding competent and capable PCG personnel that performs Maritime Law Enforcement Operations as one of the mandated PCG core functions.
- ✦ **The Maritime Security and Law Enforcement Command:** As the command responsible and in-charge of security and law enforcement, this study will serve as a fundamental reference to develop a framework necessary for the course to be applied in the cultivation of PCG mentors as well as producing

competent and capable PCG personnel that will effectively and efficiently perform the Maritime Law Enforcement function.

- ✦ **The Personnel of PCG Stations and Sub-Stations:** Through the output of this study, the personnel of the PCG stations and sub-stations will enhance their knowledge and skills in Maritime Law Enforcement operations and will carry out such functions effectively and efficiently.
- ✦ **The Future Researchers:** This study will provide data and information for future academic and research use.

Statement of the Problem

The study sought to assess the Maritime Law Enforcement Performance of Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL.

Specifically, it aimed to answer the following questions:

1. What is the level of performance of the PCG stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement in terms of:
 - 1.1. Arresting violators
 - 1.2. Investigations
 - 1.3. Filing of case
 - 1.4. Court duties?
2. Is there a significant difference in the level of performance between the two Coast Guard Districts?
3. What are the challenges encountered by PCG personnel in performing maritime law enforcement functions?
4. Based on the findings, what training development plan may be proposed to enhance maritime law enforcement performance?

Methodology

This chapter presents the methods used in this research; the research design, research method, research participants, and data gathering procedures conducted in this study.

Research Design

This study employed descriptive quantitative research design to determine the Maritime Law Enforcement Performance of the PCG stations and sub-stations under CGDNCR-CL and CGDSTL, as well as the challenges encountered in the conduct of its operations. Descriptive quantitative research design is ideal for this study as it provides a detailed description of the performance of the Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in conducting Maritime Law Enforcement such as arrest, investigations, filing of cases and court duties, as well as the challenges. This design provides a clear and concise summary of the research topic by collecting and analyzing numerical data and typically observe and measure existing variables without manipulating them. Using descriptive quantitative research design, the study aimed to assess the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in conducting the Maritime Law Enforcement function.

Further, using this design presents understanding of the aspects of the research questions and provides vision on the level of Maritime Law Enforcement performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL. It involves collecting of data through surveys, allowing the researcher to gather quantitative data. The data obtained aided to assess the level of performance of PCG stations and sub-stations under CGDNCR-CL and CGDSTL in arresting violators, conduct of investigations, filing of cases and court duties, as well as the challenges leading to understanding of the performance of the Maritime Law Enforcement function.

Research Method

The research method in this study involved survey approach through online to collect data from the respondents. The survey questionnaires administered through online anchored in the research objectives and research questions. The survey questionnaires administered to the respondents through online uses Likert scale questions related to the level of performance of Maritime Law Enforcement function in arresting

violators, conduct of investigations, filing of cases and court duties, as well as the challenges encountered which provides the numerical data.

The research method ensured that data collection was systematic and reliable, providing foundation in assessing the level of performance of PCG stations and sub-stations in the conduct of Maritime Law Enforcement function and identify areas for improvement. This employed method allowed data collection from a large sample size, enhancing the study's validity and serve as basis to come up with a relevant and useful program proposal.

Population of the Study

The participants of the study are the personnel assigned at Philippine Coast Guard stations and sub-stations under the CGDNCR-CL and CGDSTL, since these personnel are performing the core functions of the PCG, more particularly the Maritime Law Enforcement function. The total sample size was determined to ensure the statistical significance and reliability of the findings, providing basis in the assessment of the performance of Maritime Law Enforcement. A total of three hundred twenty-six (326) personnel assigned in Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL answered the survey questionnaires administered online.

The sampling method used in the study was convenient sampling. Convenient sampling is a sampling technique wherein the researcher selects easily accessible respondents while following a predetermined set of exclusion and inclusion criteria in order to carefully select certain individuals necessary for the study while not being constrained by factors such as time and location.

Inclusion criteria were the following: (1) personnel assigned in stations and sub-stations under CGDNCR-CL and CGDSTL; (2) have experience in maritime law enforcement; (3) were willing to be participants in the research. On the other hand, the exclusion criteria were: (1) newly assigned personnel in stations and sub-stations under CGDNCR-CL and CGDSTL; (2) newly recruited and trained coast guards; and (3) those not willing to participate in the study.

Data Gathering Tools

The data gathering tool utilized in this study involves self-constructed survey questionnaires to collect data from the respondents. The data gathering tool was input in digital format using Google Forms. This allows the respondent to answer the questions through online participation. The data gathering tool contains several parts in accordance with the study's statement of problems. Part 1 contains data that will collect the profile of the respondents whether they were assigned at CGDNCR-CL or CGDSTL.

Second part contains data on the assessment on the level of performance of the Philippine Coast Guard stations and sub-stations in the conduct of Maritime Law Enforcement function.

The third part contains data on the assessment on the challenges encountered by the Philippine Coast Guard stations and sub-stations in the conduct of Maritime Law Enforcement function. The questions were formatted using a Likert scale to quantify and assess the levels of performance and levels of the challenges encountered.

Data Gathering Procedure

The researcher prepared self-constructed questionnaires and validated by Subject Matter Experts (SME's), from the PCCR and from the PCG. Revisions from the comment of the SME's, as tool validators were included and a certification from them were obtained certifying the survey questionnaire's content validity. The survey questionnaire was pre-tested to coast guard personnel assigned in other Coast Guard Districts and submitted the result to the statistician to ensure its reliability.

A certification was also acquired from the statistician, certifying the survey questionnaire's reliability. After the revisions made and ensuring the tool content validity and reliability, the researcher coordinated with CGDNCR-CL and CGDSTL through letter requests for the conduct of the study. Upon approval of the requests, the survey questionnaires link was administered to the personnel of the Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL via Facebook Messenger utilizing Google Forms.

After the survey questionnaires was administered, a constant coordination and follow-up through chat and calls was made to the concerned Coast Guard Districts. The respondents were given ample time to respond

to the survey questionnaires to complete the survey. All the data collected were manually encoded to carefully avoid errors and ensure data integrity. Encoded data were submitted to the statistician for analysis.

Treatment of Data

Data from the study were processed, analyzed, and interpreted using descriptive and inferential statistics. The data set was prepared applying MS Excel and treated using JAMOVI and Statistical Package for Social Sciences (SPSS) V.17. Descriptive statistics were applied in determining the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function. Level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function made use of a 4-point Likert scale.

A Likert scale was a rating scale that quantitatively assessed opinions, attitudes, or behaviors. It provided a range of responses to a given question or statement. Since the response categories of a Likert scale had a rank order, it fell within the ordinal level of measurement and the median was the appropriate measure of central tendency. The same applied to the challenges encountered by the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the performance of the maritime law enforcement function.

In determining whether there was a significant difference in the level of performance of the Philippine Coast Guard stations and sub-stations in the conduct of Maritime Law Enforcement function in terms along the various aspects among the type of respondents, a non-parametric test, Mann-Whitney Z-value test was applied. A Mann-Whitney Z-value test served as the non-parametric counterpart of the dependent t-test. Basic assumptions like tests of normality and homogeneity were conducted to justify the use of non-parametric tests in this study. Shapiro-Wilk was used for the test of normality and Levene's test for equality of variance. A p-value of ≤ 0.05 indicates that the data were not normally distributed.

Ethical Considerations

The study adhered to the ethical guidelines set forth in conducting research ensuring confidentiality of the data and handling responsibly to avoid potential risk ensuring the integrity of the research throughout the process. The researcher used an informed consent through letter to the participants, requesting to answer the survey questionnaires for the proper data gathering to inform the respondents about the study and to ensure that the data collected be treated with utmost confidentiality and integrity. Likewise, the participants were informed that personal information will not be disclosed without their approval and consent. Unwilling participants may opt not to participate and have the right to withdraw of the provided information considering that their participation was only voluntary.

Results and Discussion

This chapter presents the results and discussion as well as the analysis and interpretation of the data gathered.

Table 1 presents the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of arresting violators.

Looking at the results of the table, an overall of 3.51 for CGDNCR-CL and 3.31 for CGDSTL indicates that the performance of the Philippine Coast Guard in arresting violators is excellent. The highest of these from the perspective of CGDNCR-CL is that the Philippine Coast Guard board the vessel in a structured manner, prioritizing safety for both the coast guard personnel and the vessel's crew (3.57), that the Philippine Coast Guard brought the subject vessel to the nearest coast guard station/sub-station for proper disposition (3.55), and that the Philippine Coast Guard inspect the vessel's documentation, cargo, and any areas where illicit items might be stored (3.53).

From the perspective of the CGDSTL, the highest are that the Philippine Coast Guard board the vessel in a structured manner, prioritizing safety for both the coast guard personnel and the vessel's crew (3.42), that the Philippine Coast Guard inspect the vessel's documentation, cargo, and any areas where illicit items might be stored (3.38), and that the Philippine Coast Guard establish visual and radio contact to inform the crew of their presence and intentions, following international communication protocols (3.36). Arrest is a significant pre-trial remedy specifically designed for maritime claimants, establishing itself as an exceptional legal recourse within maritime law (Madara and Wanniahy, 2023). If it is essential to apprehend a vessel or

individuals, the directive for the arrest should be clearly communicated to the arresting agents using a suitable method of communication (Nikpayam and Mansouri, 2025). The success of the Philippine Coast Guard in arresting violators is due to the related trainings undertaken and completed by the PCG personnel in other uniform agencies like PNP, the continuous performance set forth in the guidelines and procedures on visit, board, search and seizure (NHQ-PCG/CG-14 SOP No. 01-20 dated 06 February 2020) and the implementation of the recently published PCG Criminal Investigation Manual Series of 2024, in accordance with the mandated task specified in Rule 3(k)4 of the Implementing Rules and Regulations of Republic Act No. 9993 otherwise known as the “PCG Law of 2009”, which states that, “the PCG in the performance of its maritime security functions shall arrest, subject to the provisions of Revised Rules of Court, investigate, and file corresponding charges on persons and juridical entities violating any applicable maritime laws, rules and regulations, provisions of the Revised Penal Code, and other special laws, when such infraction of laws has been committed within maritime jurisdiction of the Philippines”. The role the PCG plays in arresting violators is imminent in keeping the Philippines’ maritime zones safe and secure, as well as extending to protect the country from the illegal goods and services entering the country.

Table 1. Level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of arresting violators.

Arresting violators	CGDNCR-CL		CGDSTL	
	Med	Int	Med	Int
1) The Philippine Coast Guard locate and identify target vessels using electronic means such as satellite, automatic identification system tracking and maritime awareness (sea vision, Kronos, IORIS, dark vessel detection, etc.) radars, intelligence report such as human intelligence (HUMINT), coastal barangay intelligence network, informants, etc. and other surveillance devices like open source intelligence (OSINT), social media to interdict, board, search and seizure and arrest of violators.	3.35	E	3.27	G
2) The Philippine Coast Guard establish visual and radio contact to inform the crew of their presence and intentions, following international communication protocols.	3.49	E	3.36	E
3) The Philippine Coast Guard board the vessel equipped with the necessary gear, such as personal protective equipment (PPE), communication devices, and non-lethal or lethal arms, as appropriate.	3.45	E	3.26	E
4) The Philippine Coast Guard board the vessel in a structured manner, prioritizing safety for both the coast guard personnel and the vessel’s crew.	3.57	E	3.42	E
5) The Philippine Coast Guard inspect the vessel’s documentation, cargo, and any areas where illicit items might be stored. Any contraband, illegal materials, or other evidence of violations is carefully documented, labeled, and secured. All pieces of evidence are properly handled, marked and documented using the chain of custody log for filing of appropriate cases in court.	3.53	E	3.38	E
6) The Philippine Coast Guard make necessary arrests when evidence of a crime or violation is found.	3.46	E	3.30	E
7) The Philippine Coast Guard use appropriate force and restraining methods, such as handcuffs, and ensure detainees are handled safely and humanely. Arrested vessel crew are secured and if applicable, life jacket are worn during their transport to the nearest coast guard station/sub-station for investigation.	3.34	E	3.24	G
8) Arrested person/s are subject to medical examination as part of the procedure.	3.43	E	3.31	E
9) The Philippine Coast Guard transport the arrested violators securely, using a coast guard vessel or other means of conveyance.	3.47	E	3.25	G
10) The Philippine Coast Guard brought the subject vessel to the nearest coast guard station/sub-station for proper disposition.	3.55	E	3.34	E
11) The Philippine Coast Guard detain the arrested violators in the coast guard station/sub-station custodial cell after medical examination and booking (fingerprinting, mug shot and taking of statement).	3.38	E	3.14	G
Overall	3.51	E	3.31	E
*Legend: E: Excellent, G: Good, F: Fair, P: Poor				

Table 2. Level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of investigation.

Investigation	CGDNCR-CL		CGDSTL	
	Med	Int	Med	Int
1) Coast guard criminal investigators monitor suspected vessels using electronic means such as satellite, automatic identification system, tracking and maritime awareness (sea vision, Kronos, IORIS, dark vessel detection, etc.) radars, intelligence report such as human intelligence (HUMINT), coastal barangay intelligence network, informants, etc. and other surveillance devices like open-source intelligence (OSINT), social media to ensure the validity of the target.	3.41	E	3.21	G
2) Coast guard criminal investigators determines if the violation falls under the crimes covered by DOJ Department Order Number 20, and 20-B. If said cases are under the same, then the active participation of prosecutors should be made including case build up, among others.	3.34	E	3.19	G
3) Coast guard criminal investigators observed and respected all the rights of the person arrested/accused.	3.48	E	3.34	E
4) Coast guard criminal investigators establish a secure perimeter around the vessel to prevent unauthorized access, interference, or evidence tampering.	3.47	E	3.28	E
5) Coast guard criminal investigators perform preliminary inspections of high-priority areas, such as the bridge, engine room, and storage compartments to identify any immediate signs of illegal activity, smuggling, contraband, or concealed items.	3.48	E	3.28	E
6) Coast guard criminal investigators conduct interviews with the vessel's captain and crew members to understand the vessel's operations and identify any inconsistencies or suspicious actions and mannerisms	3.47	E	3.32	E
7) Coast guard criminal investigators collect and organize all discovered evidence and properly document them through photographs, video recordings, and written notes to create a comprehensive record of the investigation.	3.49	E	3.36	E
8) Coast guard criminal investigators secure appropriate warrants (warrant to search, seize, and examine computer data, warrant to intercept computer data, warrant to examine computer data, warrant to disclose computer data)	3.44	E	3.17	G
9) Any evidence collected by coast guard criminal investigators is labeled, logged, and handled according to chain of custody protocols to preserve its integrity and admissibility in legal proceedings.	3.44	E	3.24	G
10) When and where ever possible, coast guard criminal investigators may conduct preliminary forensic tests, such as chemical tests on suspected narcotics or environmental tests for pollution violations.	3.42	E	3.19	G
11) Coast guard criminal investigators prepare a detailed report outlining the investigation's timeline, observations, evidence collected, interviews conducted, and actions taken.	3.48	E	3.27	E
12) Coast guard criminal investigators take the statement of the arrested person/s, statement of the witnesses and statement of the arresting officer or boarding team in the conduct of investigation.	3.46	E	3.30	E
13) Coast guard criminal investigators verify criminal records, if any, of the arrested person/s and seized evidence (vessel, firearms, etc.) in the conduct of investigation.	3.43	E	3.23	G
14) For international cases or those that cross maritime jurisdictions, coast guards may notify other and appropriate agencies, such as customs, immigration, or environmental authorities, to involve them in the investigation.	3.49	E	3.27	E
Overall	3.46	E	3.20	G
*Legend: E: Excellent, G: Good, F: Fair, P: Poor				

Table 2 presents the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of investigation.

Looking at the results of the table, an overall of 3.46 for CGDNCR-CL indicates that from their perspective, performance of the Philippine Coast Guards in the conduct of investigation is excellent. Meanwhile, an overall of 3.20 for CGDSTL indicates that from their perspective, performance of the Philippine Coast Guards in the conduct of investigation is good, which means there is room for improvement. The highest of these from the perspective of CGDNCR-CL is that coast guard criminal investigators collect and organize all discovered evidence and properly document them through photographs, video recordings, and written notes to create a comprehensive record of the investigation (3.49), and that for international cases or those that cross maritime jurisdictions, coast guards may notify other and appropriate agencies, such as customs, immigration, or environmental authorities, to involve them in the investigation (3.49).

From the perspective of the CGDSTL, the highest are that coast guard criminal investigators collect and organize all discovered evidence and properly document them through photographs, video recordings, and written notes to create a comprehensive record of the investigation (3.36), that coast guard criminal investigators observed and respected all the rights of the person arrested/accused (3.34), and that coast guard criminal investigators take the statement of the arrested person/s, statement of the witnesses and statement of the arresting officer or boarding team in the conduct of investigation (3.30). Conducting an investigation plays an important role in prosecuting law violators, as it provides the coast guard a comprehensive data and evidence when dealing investigation cases. The successful prosecution of offenders requires detailed evidence collection in accordance with rules on procedures (Fouche and Meyer, 2012). This indicates that investigation skills of coast guards are crucial in maritime law enforcement.

Table 3 presents the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of filing cases.

When looking at the results of the table, an overall of 3.50 for CGDNCR-CL indicates that from their perspective, performance of the Philippine Coast Guards in case filing is excellent. Meanwhile, an overall of 3.25 for CGDSTL indicates that from their perspective, performance of the Philippine Coast Guards in case filing is good, which means there is room for improvement. The highest of these from the perspective of CGDNCR-CL is that Coast Guard personnel draft and create a detailed incident report that describes the events leading to the enforcement action, including the initial identification of the vessel, the boarding process, any discoveries, and the actions taken (3.49).

From the perspective of the CGDSTL, the highest are that coast guard personnel carefully review all evidence gathered during the investigation, including physical evidence such as seized contraband, photographs, documents, and videos to prepare for the filing of complaint either by inquest or regular filing (3.30), that coast guard personnel draft and create a detailed incident report that describes the events leading to the enforcement action, including the initial identification of the vessel, the boarding process, any discoveries, and the actions taken (3.30), and that statements from suspects, witnesses, and coast guard arresting officer or boarding team are recorded, providing context and additional evidence for the case, respectively (3.30).

The success of the PCG in filing of cases is due to the attended seminars and trainings offered from other uniformed agencies like PNP. These trainings provided the coast guards valuable knowledge in terms of filing of cases. The Revised Rules of Criminal Procedure as amended, December 1, 2000 provided the sets of procedure to be followed when prosecuting offender/law violators. The importance of filing cases in maritime law enforcement cannot be ignored, as its main purpose is to uphold national and international regulations and ensures accountability. By filing cases related to violations of the Revised Penal Code and other applicable maritime law as prescribed by Republic Act 9993 or the "Philippine Coast Guard Law of 2009", the PCG can enforce adherence to these regulations and enhance the effectiveness of national and international maritime law enforcement.

Moreover, the filing of cases reinforces the rights of humans and maritime law enforcement. Issues such as drug trafficking, piracy, and illegal fishing pose significant challenges in the legal system. Judicial courts are increasingly address matters traditionally managed by governmental authorities, wherein filing of cases becomes essential for harmonizing legal obligations with operational realities. This judicial involvement ensures that human rights considerations are integrated into maritime security efforts while promoting coherent legal frameworks.

In the study of Abanilla (2024), the skill levels of Philippine Coast Guard (PCG) personnel in various criminal procedures such arrest, search and seizure, conduct of custodial investigation, inquest proceeding, filing of

complaint, preparation of case, court testimony, has an overall interpretation of unsatisfactory in the conduct of law enforcement, where significant opportunities for development to build. Given of this overall interpretation which is unsatisfactory, it was shown that the skill level in terms of filing a complaint and skill level of preparation of case for trial gathered high response percentage. This lead to the interventions the coast guard undertake by attending trainings offered by other uniformed agencies like the PNP. The success of the coast guard in filing of cases made significant impact in the performance of duties particularly in the maritime law enforcement function.

Table 3. Level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of filing cases.

Filing of cases	CGDNCR-CL		CGDSTL	
	Med	Int	Med	Int
1) Coast guard personnel carefully review all evidence gathered during the investigation, including physical evidence such as seized contraband, photographs, documents, and videos to prepare for the filing of complaint either by inquest or regular filing.	3.46	E	3.30	E
2) Coast guard personnel draft and create a detailed incident report that describes the events leading to the enforcement action, including the initial identification of the vessel, the boarding process, any discoveries, and the actions taken.	3.49	E	3.30	E
3) Coast guard personnel outline the suspected law violations by the suspected party and clearly list the applicable statutes or maritime regulations. Based on the violations identified, formal charges are drafted in alignment with national and international maritime laws either by inquest or regular filing.	3.47	E	3.25	G
4) Statements from suspects, witnesses, and coast guard arresting officer or boarding team are recorded, providing context and additional evidence for the case.	3.48	E	3.30	E
5) Coast guard work closely with prosecutors to review the case details, verify the sufficiency of evidence, and ensure the legal soundness of the charges.	3.45	E	3.24	G
6) Required legal paperwork, such as affidavits or sworn statements, is completed and notarized as needed to formally present the case in court.	3.51	E	3.29	E
7) Required endorsement to the prosecutor complied including all the necessary attachment such as medical certifications, certifications from competent authorities, etc.	3.46	E	3.25	G
8) The reglementary period (12-hour period for crimes or offenses punishable by light penalties, 18-hour period for crimes or offenses punishable by correctional penalties, and 36-hour period for crimes or offenses punishable by afflictive or capital penalties) of the arrested person/s prescribed by law for custodial detention is observed, unless waiver from the arrested suspect is lawfully obtained and as directed by the court.	3.45	E	3.20	G
9) For international cases or cases involving foreign nationals, coast guards consult with national and international legal authorities to ensure jurisdiction is properly established.	3.44	E	3.19	G
Overall	3.50	E	3.25	G
*Legend: E: Excellent, G: Good, F: Fair, P: Poor				

Table 4 presents the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of court duties.

When looking at the results of the table, an overall of 3.45 for CGDNCR-CL indicates that from their perspective, performance of the Philippine Coast Guards in court duties is excellent. Meanwhile, an overall of 3.17 for CGDSTL indicates that from their perspective, performance of the Philippine Coast Guards in court duties is good, which means there is room for improvement. The highest of these from the perspective of CGDNCR-CL is that coast guards respond to questions posed by the defense with honesty and accuracy, remaining focused on the facts and avoiding speculation during the cross examination (3.50). From the perspective of the CGDSTL, the highest is coast guards respond to questions posed by the defense with

honesty and accuracy, remaining focused on the facts and avoiding speculation during the cross examination (3.26). An understanding of court duties by coast guards is important for maritime officers engaged in law enforcement due to the complex relationship between maritime law and the judicial processes. As maritime operations increasingly intersect with human rights issues, officers must be aware of their legal responsibilities and the implications of their actions in a court setting. This knowledge not only aids in upholding the rule of law but also fosters accountability and transparency within maritime operations, essential components in maintaining public trust.

Furthermore, a comprehensive understanding of judicial proceedings enhances the effectiveness of maritime officers during enforcement actions. Officers equipped with knowledge about court duties can better navigate legal frameworks when addressing violations such as but not limited to piracy or illegal fishing, etc. This understanding ensures that evidence collected during operations undergo proper chain of custody ensuring its admissibility in court, thereby strengthen cases against offenders and contribute to successful prosecutions. According to Fouche and Meyer (2012), successful prosecution of offenders requires detailed evidence collection in accordance with rules on procedures. In conclusion, as maritime law evolves and integrates more closely with human rights considerations, it becomes imperative for maritime officers to understand their responsibilities in court duties. Such comprehension not only elevates operational integrity but also aligns enforcement practices with international legal standards. Ultimately, this alignment is vital for fostering a just and effective system of maritime governance. The success of the PCG in performing court duties is due to the knowledge gained from the attended seminars and trainings offered from other uniformed agencies like PNP. This valuable knowledge posed significant impact indicating that coast guards as enforcers of the law should be aware of the duties and responsibilities affiliated in performing maritime law enforcement function as provided in the Revised Rules of Criminal Procedure as amended, December 1, 2000.

Table 4. Level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function in terms of court duties.

Court duties	CGDNCR-CL		CGDSTL	
	Med	Int	Med	Int
1) Coast guards review all relevant case materials, including incident reports, evidence logs, photographs, and any statements made during the investigation to ensure they are fully familiar with the facts and details before a trial.	3.44	E	3.25	G
2) Coast guards meet with prosecutors or legal representatives before trials to go over testimony, clarify points, and understand the prosecution's strategy.	3.41	E	3.20	G
3) Coast guards provide factual, first-hand information and are prepped to testify about what they observed, actions they took, and evidence they gathered during the maritime law enforcement operation.	3.45	E	3.23	G
4) Coast guards may bring and introduce physical evidence, such as seized contraband, photographs, or documents, that supports the prosecution's case included in the complaint/case and admitted as evidence during the pre-trial.	3.46	E	3.25	G
5) During testimony, coast guards properly and clearly explain the relevance of each piece of evidence, how it was collected, and how it supports the alleged violations, helping the judge understand its significance as presented by the prosecutor.	3.46	E	3.25	G
6) Coast guards respond to questions posed by the defense with honesty and accuracy, remaining focused on the facts and avoiding speculation during the cross examination.	3.50	E	3.26	E
7) If the defense misinterprets or misrepresents facts, coast guards have the opportunity to correct the record by restating the facts clearly and succinctly during re-direct examination by the prosecutor.	3.45	E	3.23	G
8) In cases with international elements (such as foreign nationals or international waters violations), coast guards work with foreign law enforcement agencies to ensure all evidence and procedures are properly coordinated.	3.43	E	3.20	G
Overall	3.45	E	3.17	G
*Legend: E: Excellent, G: Good, F: Fair, P: Poor				

Table 5. Comparative analysis in the level of performance of the Philippine Coast Guard stations and sub-stations in the conduct of maritime law enforcement function in terms along the various aspects among the type of respondents.

Performance functions	Type of respondents				Mann-Whitney Z-value	Test statistics p-value
	CGDNCR-CL		CGDSTL			
	Med	Int	Med	Int		
Arresting violators	3.51	E	3.31	E	-3.033	0.002*
Investigation	3.46	E	3.20	G	-3.314	0.001*
Filing of cases	3.50	E	3.25	G	-3.703	0.000*
Court duties	3.45	E	3.17	G	-3.479	0.001*
*Significant @ ≤ 0.05 , *Legend: E: Excellent, G: Good, F: Fair, P: Poor						

Table 5 presents the comparative analysis of the in the level of performance of the Philippine Coast Guard stations and sub-stations in the conduct of maritime law enforcement function in terms along the various aspects among the type of respondents. The two types of respondents include the CGDNCR-CL and the CGDSTL. The four aspects that contribute to the level of performance of the Philippine Coast Guard stations and sub-stations in the conduct of maritime law enforcement function include arresting violators, investigation, filing of cases, and court duties.

To determine if there is a significant difference between level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the conduct of maritime law enforcement function, Mann-Whitney nonparametric test was used. A p-value of less than or equal to 0.050 is considered significant.

When looking at the Mann-Whitney Z-value of all the different aspects, the results indicate that there is a significant difference between the CGDNCR-CL and the CGDSTL. These include the Mann-Whitney Z-value of -3.033 and a p-value of 0.002 in arresting violators, the Mann-Whitney Z-value of -3.314 and a p-value of 0.001 in investigation, the Mann-Whitney Z-value of -3.703 and a p-value of 0.000 filing of cases, and the Mann-Whitney Z-value of -3.479 and a p-value of 0.001.

The act of arresting violators by the PCG can have significant differences across different regions and stations due to a number of factors, according to United Nations Office on Drugs and Crime (2019). This can include jurisdictional differences, the availability of resources, and local maritime law enforcement priorities. Maritime law operates within a complex legal framework that includes international treaties, national laws, and state regulations. These varying legal structures can lead to inconsistencies in how violations are defined and prosecuted. For example, some locations with a strong reliance on fishing may prioritize commercial fishing violations over other maritime infractions due to their impact on the economy of the region. Additionally, the resources allocated to maritime law enforcement can differ greatly between stations and substations. The jurisdiction over certain areas by different PCG groups can often have specialized units equipped with specific technology for the purposes of surveillance and apprehension on the water. Finally, local cultural attitudes towards maritime activities can impact enforcement strategies. Some stations and sub-stations with a reliance on fishing communities might adopt more lenient approaches compared to areas where there is less public engagement with marine environments. With this in mind, these significant differences between subgroups highlight the necessity for adaptable strategies in maritime law enforcement that should tackle the unique and different characteristics of each area.

When looking at the significant difference between the the CGDNCR-CL and the CGDSTL, this can occur due to specific types of maritime crimes prevalent in different regions that can influence investigative strategies of the PCG, which can complicate the investigative process, according to Maruf and Abdullah (2023). Areas that are frequented by piracy, for example may prioritize anti-piracy operations and international collaboration, while regions facing illegal fishing or drug smuggling might focus on different investigative methods meant to handle and address those particular crimes. Not only that, but Maruf and Abdullah also state how the availability of resources and investigative technology can differ between each location, leading to different advantages and/or different processes between the groups. Regions with more advanced maritime capabilities tend to employ better surveillance technologies and data analytics to assist in their investigations. In contrast, areas with limited resources may rely on traditional methods that can be less effective against modern criminal activities. This difference in investigative strategies between subgroups and groups highlights the need for funding and training among maritime law enforcement agencies in order to remove or lessen these differences.

The significant difference in the filing of cases by maritime law enforcement groups across can be due to legislative differences often pertaining to national laws and international agreements that are mix with maritime operations, according to Puspitawati *et al.*, (2020). These differences can significantly influence how cases are prosecuted or resolved, leading to inconsistencies in maritime law enforcement practices. Further, local legal policies play an important role in how the procedures of filing cases is conducted by maritime law enforcement agencies. Different regions that are under the jurisdiction of different subgroups and groups may have unique legislative requirements or government structures that decide how cases are initiated and managed. For example, some jurisdictions may prioritize environmental regulations over piracy concerns, affecting the types of cases that are more frequently filed. To add to this, Puspitawati *et al.*, (2020), also proposes that specific maritime activities taking place within a region-such as fishing, shipping trade routes, or tourism-can also dictate case filings. Areas with high traffic for commercial and tourist vessels may see more infractions reported compared to regions with limited maritime activity, thus providing more training or experience to the PCG in-charge of the area, while also indicating the situation of the location. Overall, these factors highlight how the filing of cases in different locations and regions can vary significantly among maritime law enforcement groups, and how it is important to familiarize one's self in how they conduct their legislative filing of cases in their locations.

Training for court duties among maritime law enforcement groups can have significant differences may be due to a multitude of factors, jurisdictional variations that can give rise to specific training programs that align with local laws and regulations, according to Brereton (2019). For instance, some stations may prioritize training on environmental regulations due to their proximity to sensitive ecosystems, while others may focus on smuggling regulations in areas where that is more prevalent. The unique maritime threats faced by different locations-ranging from piracy in certain international waters to fishing violations-has an impact on the focus of training programs, educating different policies, violations, and the necessity of certain evidences based on what is more prevalent and experienced by the subgroup. This highlights how the preparation of court duties for maritime law enforcement can differ between regions, and how the consistent issues they face can influence the different training for court duties may occur.

Table 6 presents the challenges encountered by the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the performance of the maritime law enforcement function.

When looking at the results of the table, an overall of 2.85 for CGDNCR-CL and an overall of 2.84 for CGDSTL indicates that the provided challenges listed are serious challenges. The highest of these from the perspective of CGDNCR-CL is that coast guards are limited by their vessels, aircraft, and technology, especially when patrolling large areas of open sea (exclusive economic zone) (2.97), that coast guards face challenges when dealing with international cases because of diplomatic disputes or conflicting jurisdictional boundaries (2.83), and that coast guards lack the resources and skills to investigate transnational organize crime modus operandi including the convergence of criminal syndicates (anti-money laundering, illegal wildlife trade, drugs for firearms, drugs for wildlife) (2.82). From the perspective of the CGDSTL, the highest are that coast guards are limited by their vessels, aircraft, and technology, especially when patrolling large areas of open sea (exclusive economic zone) (2.92), that coast guards face challenges when dealing with international cases because of diplomatic disputes or conflicting jurisdictional boundaries (2.84), and that coast guards have difficulty navigating maritime zones, such as territorial waters, contiguous zones, and exclusive economic zones (EEZs) because of conflicting jurisdictional boundaries (2.77) and coast guards have difficulty navigating the maritime environment due to rough seas, high winds, and unpredictable weather posing risks to coast guard personnel (2.77).

The Philippine Coast Guard is limited only by its operational assets such as floating assets (vessels), and flying assets (aircrafts) that greatly affects the effectiveness of the maritime law enforcement operations. Based on the official site of the PCG, it was indicated that for major maritime assets, there were only twenty-one (21) patrol vessels, forty-four (44) Patrol boats/crafts, four (4) support vessels, five hundred ten (510) for minor maritime assets and one (1) unmanned surface vessel and for the aircraft, there were six (6) fixed-wing aircraft, two (2) helicopters, and thirty-two (32) unmanned aerial vehicles, which greatly hinders their effectiveness to be maritime law enforcers. This indicates that there is an urgent need for the PCG to acquire maritime and aerial assets that can utilized for operations in the vast maritime domain of the Philippines for the effective delivery of the mandated functions. Abad *et al.*, (2023) suggested that in order to tackle these challenges, it is crucial for the Philippine Coast Guard to take proactive measures by acquiring additional resources and funding, investing in the state-of-the-art equipment and technologies, as well as fortifying collaboration with other agencies and stakeholders.

Table 6. Challenges encountered by the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL in the performance of the maritime law enforcement function.

Challenges encountered by the Philippine Coast Guard stations and sub-stations in the performance of the maritime law enforcement function	CGDNCR-CL		CGDSTL	
	Med	Int	Med	Int
1) Coast guards have difficulty navigating maritime zones, such as territorial waters, contiguous zones, and exclusive economic zones (EEZs) because of conflicting jurisdictional boundaries.	2.78	S	2.77	S
2. Coast guards face challenges when dealing with international cases because of diplomatic disputes or conflicting jurisdictional boundaries.	2.83	S	2.84	S
3. Coast guards are limited by their vessels, aircraft, and technology, especially when patrolling large areas of open sea (exclusive economic zone).	2.97	S	2.92	S
4. Coast guards are limited by their lack of manpower, knowledge, and skill training in order to conduct proper maritime law enforcement.	2.76	S	2.76	S
5. Coast guards have difficulty navigating the maritime environment due to rough seas, high winds, and unpredictable weather posing risks to coast guard personnel.	2.81	S	2.77	S
6. Coast guards lack the resources and skills to investigate transnational organize crime modus operandi including the convergence of criminal syndicates (anti-money laundering, illegal wildlife trade, drugs for firearms, drugs for wildlife).	2.82	S	2.72	S
7. Coast guard have difficulty in sharing intelligence fusion to interdict, board, search and seizure and arrest of violators.	2.70	S	2.71	S
8. When dealing with transnational crimes, coast guards have difficulty coordinating with other agencies, including customs, immigration, local law enforcement, and international organizations.	2.66	S	2.66	S
Overall	2.85	S	2.84	S
*Legend: VS: Very serious, S: Serious, LS: Less serious, NS: Not serious				

Action Plan Proposed to Implement the Law Enforcement Training Program in the PCG Basic Courses (Coast Guard Officer's Course and Coast Guard Non-Officer's Course)

Below is the operational plan proposed by the researcher based on the findings of the study.

The Philippine Coast Guard is a third armed uniformed service of the country. Pursuant to Republic Act No. 9993 otherwise known as the "Philippine Coast Guard Law of 2009", the agency is mandated to perform specific functions within the maritime and territorial jurisdiction of the Philippines such as; maritime safety, marine environmental, maritime search and rescue, maritime security and maritime law enforcement. Rule 3 (k) 4 of the Implementing Rules and Regulations (IRR) of the Republic Act No. 9993, the PCG in the performance of its maritime security functions, shall arrest, subject to the provisions of Revised Rules of Court, investigate, and file corresponding charges on persons and juridical entities violating any applicable maritime laws, rules and regulations, provisions of the Revised Penal Code, and other special laws, when such infraction of laws has been committed within maritime jurisdiction of the Philippines.

This output presents the incorporation of law enforcement training program in the Program of Instructions of the PCG Basic Courses (Coast Guard Officer's Course and Coast Guard Non-Officer's Course). It was developed based on the findings of the study on the maritime law enforcement performance of coast guard personnel assigned at coast guard stations and sub-stations under CGNCR-CL and CGDSTL. The program will maintain the excellent area in conducting maritime law enforcement which is arrest, and will improve the weak identified areas such as investigations, filing of cases and court duties. This law enforcement training aim to enhance the training, knowledge and skills of the coast guard to enhance operational capability and service delivery in serving the nation by ensuring safe, clean and secure maritime environment. Specifically, the program seeks to integrate approaches targeted to improve competence in knowledge and basic training in the proper conduct of maritime law enforcement, such as basic training to interdict, board, search and seizure and arrest of violators, basic training in investigating crimes, basic training in the procedures of filing of cases and basic training in rendering court duties. The primary beneficiaries of this program are the coast guard trainees, which are Candidate Coast Guard Officers (CCGO), Coast Guard Student Officers (CGSO) and Candidate Coast Guard Non-Officers (CCGNO) by providing them knowledge and skills pertaining to maritime law enforcement function.

Table 7. Action plan.

Key results areas (KRAs)	Specific objectives	Activities/ strategies	Time frame	Key people involved	Materials/ resources needed	Budget	Expected output/success indicators
Basic training to interdict, board, search and seizure and arrest of violators	To enumerate the rights of the person to be arrested. To determine and demonstrate the procedures in effecting search and seizure and arrest. To determine the duties of the arresting officer. To avoid cases pertaining to arbitrary detention or illegal arrest	Classroom instructions and demonstration. Conduct of examination and assessment.	5 days	Subject matter experts (SMEs) and training directorates.	Laptop, projector, paper, dummy firearm, handcuffs, vests	Approved budget of training based on course readiness report (CRR).	Passed the theoretical and practical assessment
Basic training in investigating crimes	To identify the phases of investigation. To differentiate interview vs. interrogation. To enumerate protocols in the conduct of investigation. To demonstrate investigation procedures. To determine the procedures in evidence handling and the kinds of evidence collected.	Classroom instructions and demonstration. Conduct of examination and assessment.	5 days	Subject matter experts (SMEs) and training directorates.	Laptop, projector, paper, pen, notebook, investigation toolkit	Approved budget of training based on course readiness report (CRR).	Passed the theoretical and practical assessment
Basic training in the procedures of filing of cases	To determine the requirements in the filing of cases. To determine the procedures in filing of case (regular or direct filing and inquest). To determine the proper jurisdiction where a case to be filed.	Classroom instructions and demonstration. Conduct of examination and assessment.	5 days	Subject matter experts (SMEs) and training directorates.	Laptop, projector, paper, pen, handouts of applicable maritime laws	Approved budget of training based on course readiness report (CRR).	Passed the theoretical and practical assessment
Basic training in rendering court duties.	To demonstrate behavioral attributes in testifying in court. To determine the effect and consequences in disregarding subpoena. To determine the procedures in testifying in court.	Classroom instructions and demonstration. Conduct of examination and assessment.	2 days	Subject matter experts (SMEs) and training directorates.	Laptop, projector, paper, pen, notebook	Approved budget of training based on course readiness report (CRR).	Passed the theoretical and practical assessment

Summary of Findings, Conclusions, and Recommendations

Summary of Findings

The findings revealed that the level of performance of the Philippine Coast Guard stations and sub-stations under CGDNCR-CL in the performance of maritime law enforcement function in terms of arresting violators, investigation, case filing and court duties were excellent. This indicates that personnel assigned in the coast guard stations and sub-station under CGDNCR-CL are knowledgeable in the conduct of maritime law enforcement.

However, looking at the level of performance of the Philippine Coast Guard stations and sub-stations under CGDSTL in maritime law enforcement function in terms of arresting violators, it was revealed that the coast guard stations and sub-stations under CGDSTL were excellent in its performance. While, in terms of investigation, case filing and court duties, the level of performance was good, which means there is room for improvement.

The results revealed that there is a significant difference on the level of performance of the coast guard stations and sub-stations under CGDNCR-CL and CGDSTL. This indicates that coast guard stations and sub-stations under CGDNCR-CL have different experiences and encounters they run into compare to that coast guard stations and sub-stations under CGDSTL. It also shows that personnel assigned at the coast guard stations and sub-stations under CGDNCR-CL are well-trained pertaining to arrest, investigation, case filing and court duties. Whereas, personnel assigned at the coast guard stations and sub-stations under CGDSTL needs improvement in training pertaining to investigation, case filing and court duties.

Although both groups have satisfactory level of performance, both groups also faced an overall serious challenges in the performance of maritime law enforcement function. This includes difficulty navigating maritime zones, such as territorial waters, contiguous zones, and exclusive economic zones (EEZs) because of conflicting jurisdictional boundaries, dealing with international cases because of diplomatic disputes or conflicting jurisdictional boundaries, limited by their vessels, aircraft, and technology, especially when patrolling large areas of open sea (exclusive economic zone), limited by their lack of manpower, knowledge, and skill training in order to conduct proper maritime law enforcement, have difficulty navigating the maritime environment due to rough seas, high winds, and unpredictable weather posing risks to coast guard personnel, lack the resources and skills to investigate transnational organize crime modus operandi including the convergence of criminal syndicates (anti-money laundering, illegal wildlife trade, drugs for firearms, drugs for wildlife), difficulty in sharing intelligence fusion to interdict, board, search and seizure and arrest of violators, and dealing with transnational crimes, coast guards have difficulty coordinating with other agencies, including customs, immigration, local law enforcement, and international organizations. This indicates that there is a need for improvement of the personnel knowledge and skills in maritime law enforcement to properly carried the mandates and to deeply understand jurisdictional boundaries and the pertinent laws applicable therein. Further, a better equipment is imperative to address these challenges encountered for the efficient and effective service delivery.

Conclusion

The study concludes that the Philippine Coast Guard stations and sub-stations under CGDNCR-CL and CGDSTL have positively performed the maritime law enforcement function, with an excellent performance in terms of arresting violators for both groups. However, in other areas such as investigation, case filing and court duties, CGDNCR-CL incurred excellent performance while CGDSTL was good indicating that improvement must be implemented to become more efficient and effective in the conduct of maritime law enforcement. It also shows that there was significant difference level of performance for both group, wherein it reflects that coast guard stations and sub-stations under CGDNCR-CL have better training than coast guard stations and sub-stations under CGDSTL. These factors can be summarized to the persistent experiences of the stations and sub-stations. These persistent experiences of the stations and sub-stations in different jurisdictions may encounter entirely different problems unique or more prevalent in one area as compared to the other. One station or sub-station may encounter more piracy cases, thus having more experience in arresting violators involved in piracy and having investigation techniques specific to piracy cases. This offers unique and different methods based on how prevalent certain cases and violations are in the area, and how it will require different mindsets and practices for different groups.

Lastly, both groups encountered serious challenges due to limited assets, lack of knowledge and skills in dealing with international crimes cases, suggesting that procurement of additional assets and personnel enhancement or skills training pertaining to maritime law enforcement must be acquired and undergo.

Recommendations

Based on the findings of the study, the following are recommended.

- 1) The Philippine Coast Guard (PCG) through the Coast Guard Education, Training and Doctrine Command (CGETDC) should incorporate the basic law enforcement training program in the Training Course Syllabus (TCS) of the PCG basic courses (coast guard officer's course and course guard non-officer's course) that will serve as the foundation for an equipped education and training pertaining to maritime law enforcement function such as arrest, investigation, filing of case and court duties.
- 2) The Philippine Coast Guard should procure sufficient maritime and aerial assets to support maritime law enforcement operations to address the encountered challenges on limited resources.
- 3) Conduct of future study on the effectiveness of the basic law enforcement training program incorporated in the PCG basic courses.

Declarations

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