

**PROFILE OF HABAL-HABAL DRIVER'S IN THE MUNICIPALITY OF SAN
MIGUEL**

**College of Technology and Allied Sciences
BOHOL ISLAND STATE UNIVERSITY
Zamora, Bilar, Bohol**

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PROFILE OF HABAL-HABAL DRIVER'S IN THE MUNICIPALITY OF SAN
MIGUEL

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College of Technology and Allied Sciences
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In Bachelor of Science in Industrial Technology

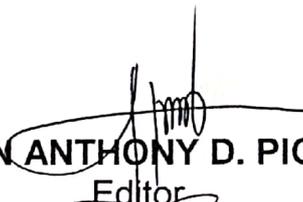
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APPROVAL SHEET

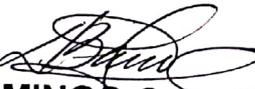
This thesis entitled "THE PROFILE OF HABAL-HABAL DRIVERS IN THE MUNICIPALITY OF SAN MIGUEL", prepared and submitted by Christian M. Agon; Jay G. Bahan; Marlo L. Bulala; Lazer L. Bumaya and Ryan V. Mahumot in partial fulfillments of the requirements for the degree in Bachelor of Science in Industrial Technology major in Automotive has been examined and recommended for acceptance and approval for oral defense.

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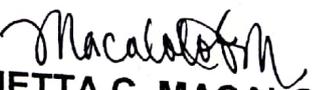
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ABSTRACT

Informal public transportation becomes popular in the Philippines because of its accessibility, faster and flexibility but is unregulated and has no policy operation. This study aimed to determine the profile of habal-habal drivers (the most common informal public transport in the province) service in municipality of San Miguel. Specifically, the study intended to find out the profile of the respondents in terms of age, gender, educational attainment, and income of being a habal-habal drivers. Furthermore, aimed to investigate the license status and type possessed by drivers, profile of the motorized-vehicle as habal-habal in terms of vehicle model, status of vehicle, license and period of the vehicle used as a habal-habal. In gathering data, the researcher used the prepared survey questionnaire and personally given to the respondents through the assistance of the organization president with the strict observance of health protocols. There were 100 hundred respondents; 33 for the MAMODA and 67 for the SMMO. Most of the respondents were male 40 and above years old, elementary level and farm worker. Most of them have no license because of the financial problem due to the prevalent covid-19 pandemic. This information will give a better understanding on the characteristic of the habal-habal drivers and their informal transport mode, and could serve as bases for future policies that will improve the habal-habal operation in the municipality of San Miguel. Most of the service area of the habal-habal drivers are remotely located at barangays and the terminals are located at capital barangay of the municipality and along the national highway.

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Chapter 1

THE PROBLEM AND ITS SCOPE

Rationale

Motorcycles were the most popular vehicles in the Southeast Asian countries because of its low cost and the ability to transfer people to any destination in the least amount of time. Motorcycles are small subset of all motor vehicles. It is one of the easiest kinds of land transportation in the country. The total registered vehicles are 7, 463,393 with its annual increase rate of 4.4%. (Global Road Safety Partnership, 2009)

Habal-Habal was a motorcycle modified to seat one or more than two persons. It is used where jeepneys and tricycles cannot stand the rough, steep terrain, and narrow roads. It was a highly improvised two-wheeled single motorcycle usually ridden beyond its passenger capacity. It is a common way of commuting, use as a public transportation especially in areas with narrow road, and steeper, rougher terrain. It could possibly carry up to 6 passengers, at the least. It was faster than jeepneys, can squeeze its way through traffic. It was a popular and necessary way of transportation to commuters who were often late at school or work, or for those who were living in traffic-congested areas. (Guillen and Ishida, 2003)

In most developing countries, habal-habal or motorcycles are part of the essential mode of transportation. In the case of the Philippines, local public transport in the form of tricycles as well as "habal – habal", or "motorcycle taxi"

exists. Aside from the usual buses and taxis, it is a country where all modes of imaginable means motorized public transport seem to play the roads as exemplified by the presence of jeepneys, multicabs, megataxis, tricycles and “habal – habal”. (Marie Danielle V. Guillen 2004)

Most services, like hospitals and economic centers (where restaurants, recreation centers, market, department stores and grocery stores are located), are located at capital barangay of each municipality. Residents from remote barangays travel to this places to purchase goods and sell their products at the same time, usually during market days. They also have to travel to the capital barangay to avail other services such as hospitalization and education among others. Habal-habal is the most common mode of transportation used by these residents since many of the road going to remote barangays are either not accessible to jeepneys or multicabs, too narrow, muddy or hilly, or the demand is too low for the jeepneys to operate the area. (Kathleen Alucija, Alexis Fillone 2018)

In the municipality of San Miguel, motorcycles were used to transport goods from the remote areas to the nearest market/populated place, usually used by people for travelling purposes from one destination to another, sports and recreation activities. People says, “habal-habal is a better transport because it ferries even only one passenger without having them wait for more passengers to. It shorter travel time”. In municipality of San Miguel, motorcycle riders have organized themselves and are gearing up for what is ahead given growing demand for their use. The president of the newly organized habal-habal driver association, described the operation of the habal-habal as an important source of income for

their families. This is the reason they formed the association. They adopted to protect the riding public so that their habal-habal service remains viable. The riders required to have their motorcycles registered with the Land Transportation Office (LTO). The agency tasked to register all motor vehicles and issue license to drivers. Many motorcycles drivers used their vehicle as a passenger type vehicle even its privately owned registered motor vehicle. (LTO VII)

Habal-habal operation is extensive in all municipalities in the province since numerous barangays are located in remote areas. These habal-habal are informal public transport and unregulated, thus poses many issues in the community – absence of policies on their operation and safety of both passenger and driver are examples of these issues. Hence, study of the profile of habal-habal organization of this informal mode of transport is a primary step to address such issues. it aims to investigate the service type, driver license, registration plate, route and schedules, fares, organizations, service area and existing regulation policy at the local level (if there is). In this case, it will help us better understand of this informal transport mode and could serve as bases for future policies that will improve the habal-habal operation in the province.

Literature Background

The succeeding laws and orders will serve as legal bases of the study.

The motorcycle had become one of the fastest and most common modes of transportation in the country. It required less maintenance and provides better mileage. The country had governing policies regarding motorcycle safety. The first is Administrative Order AHS-2008-015, which was enacted by the Land Transportation Office in 15 May 2008. The Administrative Order gave rules on speed limit, accessories, passenger and cargo load, and helmet use. The order explicitly banned motorcycle driving under the influence of alcohol/prohibited drugs. The second policy is Republic Act 10054, entitled "Motor Helmet Act." Under the law, all motorcycle riders, including drivers and back riders, were required to wear standard protective motorcycle helmets at all times while driving, whether long or short drives, in any type of road and highway. (Larona and Yan, 2012)

Republic Act No. 10930, an act rationalizing and strengthening the policy regarding Driver's License by extending the validity period of Driver's License, and penalizing acts in violation of its issuance and application, amending for those purposes section 23 of Republic Act No. 4136, as amended by Batas Pambansa Blg. 398 and Executive Order No. 1011, otherwise known as the Land Transportation and Traffic Code. (2020)

Unlicensed driving is a matter of concern for several reasons. It is possible that drivers who have not undergone appropriate training and testing may be deficient in some aspect of the knowledge and skills required to driver safely and

efficiently. Also, drivers who are unauthorized may have less incentive to comply with road traffic laws and that they would not be influenced by the rewards and penalties set up under the licensing system. Therefore, drivers who do not have a valid license may disregard the threat of license sanctions. On the other hand, it can be argued that people who knowingly drive while unlicensed may take more care in order to avoid prosecution. In the literature, the term "unlicensed" is used interchangeably to mean several things. To avoid confusion, the term "unlicensed" driving in this study may have meanings as follows: drivers who drive but who have never possessed any form of license; drivers who have previously held a license but expired; and drivers possessing only a provisional license but who, nevertheless, drive unaccompanied.

Driving without a license in the Philippines is considered a minor traffic violation. The penalties for driving without a license depend on the subcategory where a violation falls. For instance, the penalties for driving with an expired driver's license, failure to carry a driver's license and driving without a registered driver's license from the Land Transportation Office are considered different cases. The Land Transportation Office is an arm of the Philippine government implementing the land transportation rules and regulations in the country (Hirby, 2005).

Vehicle registration is needed for many purposes. Firstly, it proves the ownership of the vehicle. The owner of the vehicle is the name of the person on whom the vehicle is registered as per LTO records. Without a valid registration certificate, you do not have the legal rights to sell the vehicle or transfer the ownership of the vehicle. Also, in case of an accident, you will be able to track the

driver or the owner of the vehicle through the vehicle registration details. This help people in identifying the people involved in an accident and settle claims peacefully. Registering a vehicle is not a choice but a legal requirement in our country. The Motor Vehicle Act, 1988 makes a vehicle registration mandatory in our country. According to the Act, a person cannot drive a vehicle that is not registered and the registration number should be displayed on the vehicle at all times.

The Philippines is a developing country in Southeast Asia with a population of 109 million people. Transportation is a key sector in the country that link population and economic centers across the islands, consisting road, water, air, rail transport. Due to the archipelagic nature of the country, air and water transport play a crucial role in transportation. However, road transport dominates the subsector accounting for 98% of passenger traffic and 58% of cargo traffic. Among the PUV in the country, the jeepneys, refurbished American vehicles left after the second world war, are the most popular with around 270,000 franchised units on the road across the country. Another common mode of public transportation is the tricycle, like a three-wheeled rickshaw or "tuk-tuk", that is a motorcycle with attach side car for carrying passengers. In 2017, there are around 6.16 million registered motorcycles and tricycles in the country. Other modes of public transport include light rail transit (LRT), buses, all-utility vehicles, taxis, and pedicabs (non-motorized rickshaws). (Agaton, Collera and Guno)

In the 1900s, few motor vehicles were seen operating in the public highways in Manila and suburbs. As better means of transportation were invented and introduced in the country, the Filipinos gradually learned to used trucks, cars, jeeps

and other types of vehicles. The country started undergoing rapid economic development in the 1950's and 1960's and industrialization moved forward. As more roads were constructed, the growth in the number of vehicles increased (DOTC, 2006).

In the face of transport advancement and drive towards sustainable transportation, the presence of indigenous motorized transportation modes in developing countries remains. In fact, this has been a subject of most planners and researchers in developing countries. In Vietnam and Thailand, motorcycles are used as for hire local public transport mode also known as motorcycle taxis. It is also important to note that motorcycles account for half the vehicle fleet and up to 75% in some cities in Asia such as Hanoi, Vietnam (ASEAN, 2001)

In the case of the Philippines, the "public utility jeepney's", as well as the "tricycles", are recognized and accepted as local public transport mode in the national as well as local policies. The Philippines, an archipelago consisting of 7, 101 islands in Southeast Asia enjoys a relatively high number of road-based public transport service compared to other developing nations. However, transportation is an integral part of modern life. According to Kumari et al. (2010) and Rehl et al. (2007), a good transportation network is one of every modernized city's initial priorities because today's modern society needs mobility in every aspect of life. Everyday people need to go to work, children need to go to school, and products need to reach the other end of the supply chain. According to Barton et al. (2017), people opt to use public transportation for a variety of reasons. Some take public transportation because it gives them back the time that they were once spending

driving. They use the commute time to work or engage in a favorite hobby. Others use public transportation to save on the costs of fuel and car maintenance associated with private transportation. Despite these and other benefits enjoyed by those who use their city's public transportation system, there are a number of disadvantages to public transportation as well.

The Problem

Statement of the Problem

The researcher aimed to determine the profile of habal-habal driver who are active members of habal-habal organization in the municipality of San Miguel, Bohol in May – June 2021.

Specifically, the researchers sought to answer the following queries:

1. What is the demographic profile of the habal-habal driver's:
 - 1.1. gender;
 - 1.2. age;
 - 1.3. civil status;
 - 1.4. educational attainment and
 - 1.5. length of years as a habal-habal driver?
2. What are the other source of income aside from being a habal-habal driver?
3. What is the license status of habal-habal drivers in terms of:

- 3.1. kinds of license;
 - 3.2. restriction code for non – professional license and
 - 3.3. restriction code for professional license?
4. What are the reasons for having no driver's license?
 5. What is the profile of the motorized vehicle as habal-habal in terms of:
 - 5.1. status of vehicle registration and
 - 5.2. length of year the vehicle used as habal-habal?
 6. What are the problems encountered in the licensing and registration process?

Significance of the Study

The useful and relevant information acquired from the study would benefit the following sectors.

Drivers and Passengers. They would be aware and more responsible of the consequences or penalties of the law, to be more oriented on road safety measures through the rules and regulations set by the authorities, usage of helmets and compliance, attendance to seminars/orientations on motorcycle safety and guidelines, and to follow what is demand of the regulation for the benefit of everyone.

Government. Consider the study as one of the basis of creating an ordinance for the safety of its constituents, particularly the drivers and riders of motorcycles, promotes safety on roads that embodies rules and regulations

regarding the its usage, might help the people realize the current phenomenon as a challenge which make them assertive to the law by putting forth more effort in the compliance.

Organizations of motorcycle drivers. Could help them realize the importance of safety precautions/measures in using protective while driving/riding.

Future researcher. Pursuing the study of determining the Profile of Habal-Habal Organization in the Municipality of San Miguel, it can provide necessary information for somehow support them foe further studies.

Academe. Information obtain from this study will be useful especially for Bohol Island State University, Bilar Campus. The college would also benefit from data in this research in new from all researchers in the campus. This data will be useful for research and community extension and even activities relating to this study.

Research Methodology

Design

The proponent utilized the descriptive research design. It is a fact finding study that tries to illustrate and define the present state of event and its significance in influencing any possible decision making. It is a theory based design method which is created by gathering, analyzing, and presenting collected data. This allows researcher to provide insights into the why and how of research.

Environment

The study was conducted at the municipality of San Miguel in the province of Bohol. The town is located in the northern interior of the province. It is approximately 86 kilometers from the City of Tagbilaran with a total land area of 12,329 hectares (30,466 acres) bounded in the north by the municipality of Trinidad, in the south by the municipality of Dagohoy, in the west municipality of Danao and in the east by the municipality of Ubay. San Miguel has 18 barangays and has an estimated population of more than 24,000. The western portion of the municipality is generally hilly while the eastern portion are low lands primarily cultivated for agriculture.

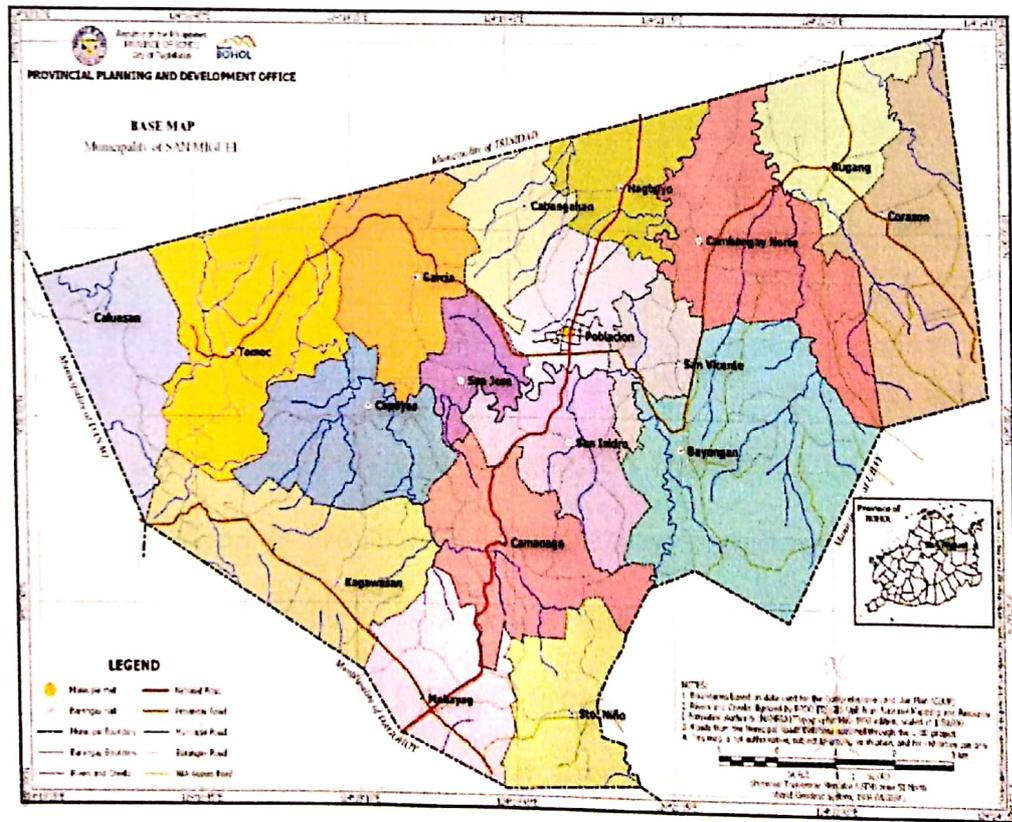


Figure 1. Map of San Miguel, Bohol

Participants

The participants were obtained in a complete enumeration from the habal-habal organization in the municipality of San Miguel, Bohol. These organizations include the Mahayag Motor Driver Association (MAMODA) and San Miguel Motor Organization (SMMO), are known registered organization in the town. Members of habal-habal organization are further resident of the town.

Name of Organization	Number of Participants
MAMODA	33
SMMO	67
TOTAL	100

Figure 2. Distribution Matrix of the Participants

Instrument

The instrument used in the study was a self-made questionnaire. This is divided into two parts. First part was focused on the profile of the participants; secondly was the profile of the motorized vehicle as habal-habal and finally was the problem encountered in the licensing and registration process. Instrument was drafted and revised based on the problem presented. It undergone several series of revisions and had pilot testing before it was conducted with the guidance of panelist.

Data Gathering Procedure

The researcher prepared a letter request to the administration of the institution asking permission to conduct survey and interview regarding to the study. With the approval of the campus director, the letter request was sent to the president of the habal-habal drivers organization to facilitate the conduct of the study. A formal letter was further given to the respected participants for permission to administer the questionnaire to them.

The questionnaire was distributed to 100 participants to know the profile of being a habal-habal drivers. The common problems were also included in the instrument of the study. Questionnaires were personally given to the participants and they were given enough time to answer the questions. The questionnaires were retrieved and tabulated for the analysis and interpretation.

Statistical Treatment

In statistical treatment, the researcher used the frequency count method. All the needed data were collated, tabulated and analyzed using frequency count and simple percentage. Simple percentage is computed using the equation presented below.

$$P=f/nx100$$

Where;

P- Percentage

F- Frequency

N- Number of respondent

OPERATIONAL DEFINITION OF TERMS

To better understanding and interpret the study, the following terms are operationally defined.

Driver License. An LTO divers license legalizes you to drive, motorbikes, tricycles, motor vehicles, cars and articulated vehicles or trucks in the country.

Expired License. The expiration date on the license has passed without renewal.

Gross Vehicle Weight (GVW). Refers to the net weight of the vehicles plus the weight of the cargo, driver, passengers and any accessories.

Habal-Habal. A local dialect for motorcycle taxis or motorcycle "For Hire" means sitting close to each other. Passenger may range from two or more persons close to each other.

Habal-Habal Drivers. Drivers on a motorcycle used as a passenger type motor vehicle that modified to seat one or more than two persons.

License code. A unique string, typically non-guessable that allows user to activate the unique rights they have purchased for a given application or service. Often used inter change ably with serial number.

Land Transportation Office(LTO). An agency of the Philippine Government under the Department of Transportation and is responsible for all land transportation in the Philippines.

MAMODA "Mahayag Motor Driver Association". A group of habal - habal drivers located at Mahayag, San Miguel, Bohol.

Municipality. A city or town that has corporate status and local government.

Non – professional license. A driver can drive motorcycles and vehicles with or gross weight not higher than 4500 kilograms (with either manual or automatic transmission) such as sedans, sports utility vehicle (SUV), pick up's and mini vans.

Organization. Refer to an organized body of people with a particular purpose; especially a business, society, association and etc.

Professional license. A driver can drive almost all types of vehicle in the country including those which weighs more than 4600 kilograms and above such as trucks and heavy construction equipment but would also depend on the restriction code indicated in their license.

Registration Plate. A rectangular, usually metal plate that bears a sequence of numbers, letters or both an is issued by a government to identify an officially registered vehicle.

Restriction Code. Are assigned to driver's which designate the types of vehicle they can operate. This are number from 1-8, each code signifies the kind of vehicle you can drive.

Restriction code 1 (RC1). Motorbikes or motorized tricycles.

Restriction code 2 (RC2). Motor vehicle up to 4500 kg. GVW.

Restriction code 3 (RC3). Motor vehicle above 4500 kg. GVW.

Restriction code 4 (RC4). Automatic transmission up to 4500 kg. GVW.

Restriction code 5 (RC5). Automatic transmission above 4500 kg. GVW.

Restriction code 6 (RC6). Articulated vehicle 1600 kg. GVW and below.

Restriction code 7 (RC7). Articulated vehicle 1601 kg. up to 4500 kg. GVW.

Restriction code 8 (RC8). Articulated vehicle 4501 kg. and above GVW.

Revoked License. A revoked license indicates that driving privileges have been terminated, often due to medical conditions or repeat convictions.

SMMO "San Miguel Motor Operation". A group of habal – habal drivers located at San Miguel, Bohol.

Student permit. An official document that authorizes the holder to the vehicles in the Philippines with the presence of someone with a professional or non-professional license.

Withdrawn License. The license is currently not valid due to issues such as unpaid fees or an incomplete application.

Chapter 2

PRESENTATION, ANALYSIS AND INTERPRETATION OF DATA

This chapter displays the presentation, analysis and interpretation of data gathered and collected through the use of prepared self-made questionnaire in obtaining the profile of habal-habal organization in the municipality of San Miguel for the period of May –June 2021. Details were presented by each category in table form preceded by a thorough explanation.

The succeeding statement reveals habal-habal driver's demographic profile as participants based on the gender, age, civil status, educational attainment, occupation, length of years as habal-habal drivers, other source of income, license status, kind of license, restriction code, and the profile of motorized vehicle used for habal-habal such as the model of the vehicle, vehicle registration status and length of year used as in habal-habal.

Demographic Profile of the Participants

Table 1 below presents the gender of the participants which reveals that all the drivers are male. As to age, data shows that ages 40 years old and above got the highest percentage of 51%, while ages 35-39 years old has a percentage of 25% and 30-34 years old has a percentage of 13% and 25-29 years old has a percentage of 7% and 4% were obtained by ages 25 years old below and got the lowest percentage. This implies that habal-habal drivers, in general are aged 40 years old and above. With regards to civil status, data revealed that 92% of the respondents were married, 5% of the respondents were single, 2% of the

respondents were separated and 1% of the respondents is widowed. This indicates that majority of the respondents were married. In terms of participant's educational attainment, data reveals that 47% of the participants were in elementary level and obtain the highest rating, followed by twenty-nine percent (29%) were in High school level, 12% were elementary graduate, 11% were High school graduate, and 1% percent of the participants is college graduate and got the lowest rating. This indicates that most of the participants were in Elementary level.

Profiling members in organizations provides much needed structure for the research. It helps the researchers better understand their background as drivers. In this matter, it can help the researchers to focus on the specific target members and provide a reliable data or information that suits for the researchers. These profiles will include rich information to the members in organizations. These records also play an important role in planning, training and carrying development for individuals. It also influences the recruitment and selection process. Organizational details like profile name, the members and owners name, date of joining, location, background, company, and etc. can be maintained.

Table 1
Demographic Profile of Habal-habal Drivers
n=100

GENDER		
Category	Frequency	Percent(%)
Male	100	100
AGE		
25 years below	4	4
25 years to 29 years	7	7
30 years to 34 years	13	13
35 years to 39 years	25	25
40 years and above	51	51
CIVIL STATUS		
Single	5	5
Married	92	92
Separated	2	2
Widowed	1	1
EDUCATIONAL ATTAINMENT		
Elementary Level	47	47
Elementary Graduate	12	12
High School Level	29	29
High School Graduate	11	11
College Level	0	0
College Graduate	1	

Figure 3. shows the length of years being a habal-habal divers, data reveal that 53% were at 10 years and above which got the highest rate while 27% of the participants were 7 to 9 years, 11% of the respondents were 4 to 6 years, 7% were 1 to 3 years and 2% of the respondents were a habal-habal driver for a year and below which got the lowest rate. This implies that majority of the respondents were a habal-habal driver for 10 years and above.

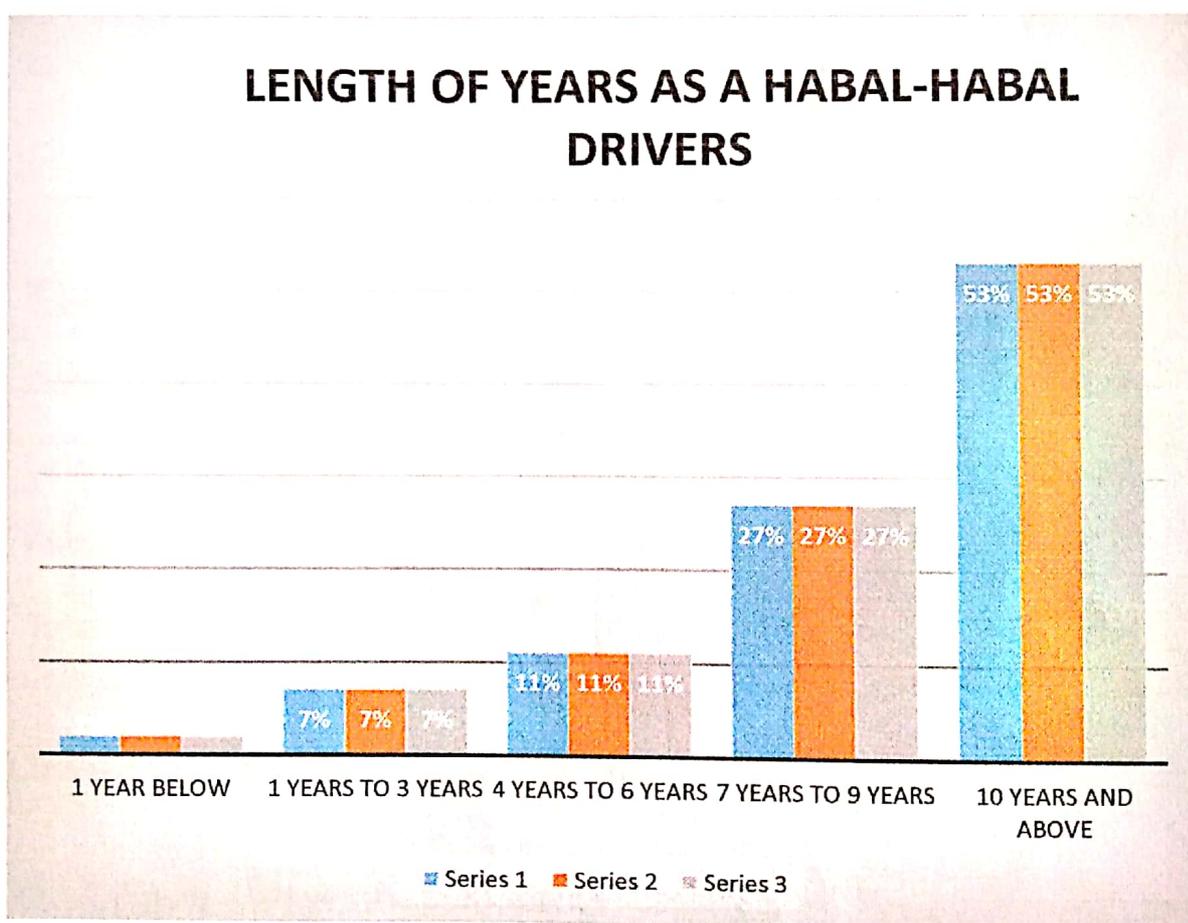


Figure 3. Length of years as a Habal-habal Drivers

Other Source of Income of Habal-habal Drivers

Seventy-four (74) of the participants are solely depend on being a habal-habal driver out of the total number of participants. Table 2 shows the participants

other source of income where data reveals that 73.1% of the participants are farm worker and obtain the highest percentage while 7.69% of the participants are both barangay tanod and construction worker and obtain the lowest percentage. This means that majority of the participants are farm worker. In addition, it implies that there are participants having two sources of income that in being a habal-habal driver and at the same time a farm worker and the like.

Table 2
Others Source of Income of Habal-habal Drivers
n=26

Category	Frequency	Percent(%)
Barangay Tanod	2	7.69
Construction Worker	2	7.69
Laborer	3	11.53
Farm Worker	19	73.1
Total	26	100%

License Status of the Habal-habal Drivers

Figure 4, shows the participant's license status. The graph reveals that 49% of the respondents are having Good/Incurrent license and got the highest rating, while 33% of the respondent have none or no license followed by the 18% of the respondents having an expired license's and none of the respondents having revoked and withdrawn license. This implies that majority of the respondents were having none/no and expired license.

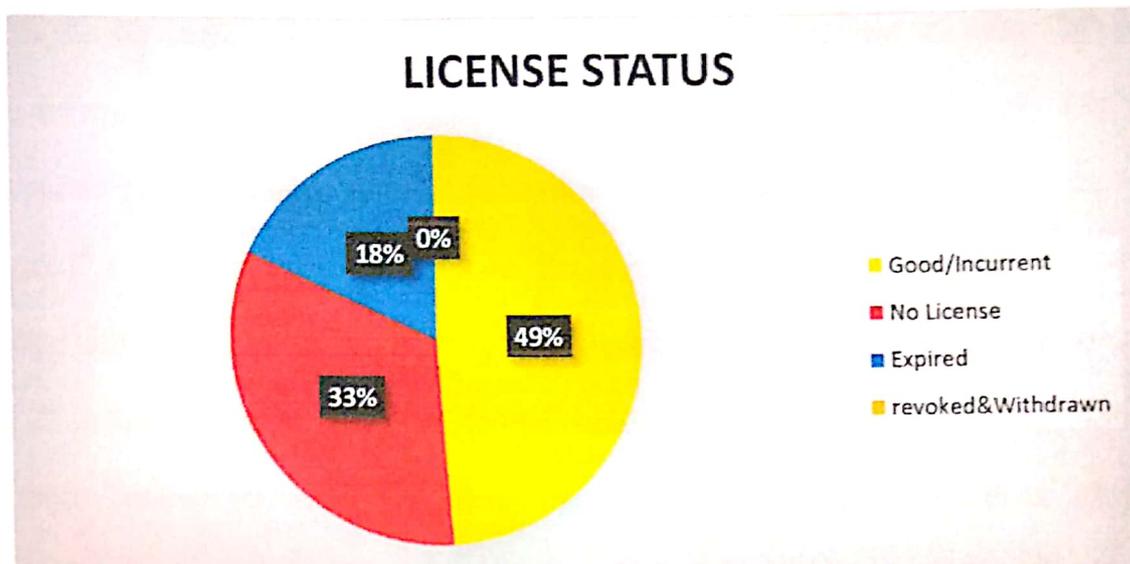


Figure 4. Habal-habal Driver's License Status

The graph in figure 5 illustrates the type of license the participants possess. Forty-nine (49) of the participants obtain driver's license. The data reveals that 24 of the participants are non-professional license holder and got the highest percentage of 49%, 44.9% are professional license holder, and 6.1% are holding student permit and obtain the lowest percentage. This indicates that most of the respondents were having non-professional license.

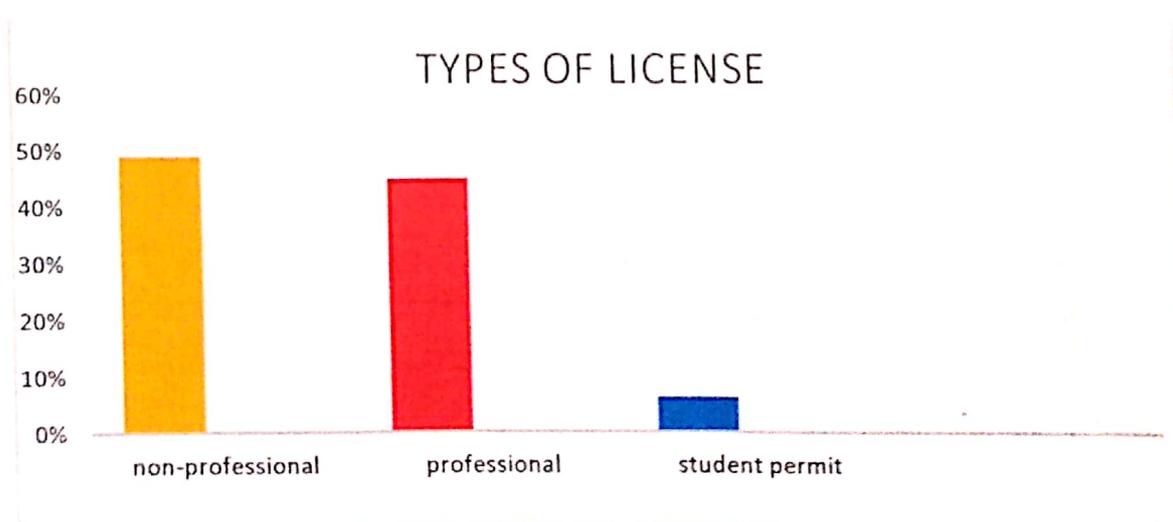


Figure 5. Participants Type of License

As indicated in the graph above (figure 5), twenty-four (24) of the participants are non-professional license holder and further reflects the restriction code (RC) in the Table 3. The restriction code 1 (RC 1) with 100% rating got the highest percentage while the restriction code 2 (RC 2) ranked the lowest and obtain 4.2%. It means that out of the 24 participant, one of them obtain two (2) restriction code (RC). As to the restriction code for professional license, the table below shows that there are twenty-two (22) participants obtain the professional license. The restriction code 1 (RC 1) are obtain by all participants and got the rating of 100%, 16 of the participants obtain the restriction code 2 and obtain the rating of 72.7% and twelve (12) of the participants obtain the restriction code 3 and got the rating of 54.5% as the lowest rank. This implies that participants can obtain two or more restriction code with their drivers' license

Table 3
RESTRICTION CODE (RC) FOR NON-PROFESSIONAL LICENSE
(n=24)

Category	Frequency	Percent (%)
RC1	24	100
RC2	1	4.2
RC4	0	0

RESTRICTION CODE (RC) FOR PROFESSIONAL LICENSE
(n=22)

Category	Frequency	Percent (%)
RC 1	22	100
RC 2	16	72.7
RC 3	12	54.5
RC 4	0	0
RC 5	0	0
RC 6	0	0
RC 7	0	0
RC 8	0	0

Reasons of Having No Driver's License

Table 4 shows the reasons of having no driver's license where each of the participants had several responses. The financial problem ranked first with 92.2% rating, followed by the presence of covid-19 pandemic with the rating of 13.7%, next is the time consuming process ranked as the third with the rating of 9.8%, and uninterested ranked as fourth with the rating of 3.9%. Lastly, both distance from LTO's office and unable to read and write are ranked as the lowest with the rating of 2%. This means that the major reasons why of the participants have not obtain driver's license are due to financial problem.

Table 4
Reasons of Having No Driver's License
(n=51)

Category	Frequency	Percent (%)
Financial Problem	47	92.2
Time Consuming Process	5	9.8
Distance from the LTO's Office	1	2
Uninterested	2	3.9
Unneeded	0	0
Unable to read and write	1	2
Others:		
Covid Pandemic	7	13.7

Profile of Motorized Vehicle as Habal-habal

Table 5 displays the status of vehicle registration, data reveals that 58% of the motorized vehicle are "Registered", 27% are "Unregistered", while 15% are "Expired License". This indicates that most the motorized vehicle are registered. The table 5 shows the length of the motorized vehicle used as the habal-habal. Data further reveals that 32% of motorized vehicle are used for 4 years to 6 years, 30% of the units are utilized for 7 years to 9 years, and 25% of the motorized vehicle are used for 1 year to 3 years. Ten percent (10%) of the motorized vehicle are utilized for 10 years and above, while only 3% of the motorized vehicle are

used for below 1 year. This means that most of the motorized vehicle are used for 3 to 5 years.

Table 5
Status of Vehicle Registration
n = 100

Category	Frequency	Percent (%)
Registered	58	58
Unregistered	27	27
Expired	15	15

Length of year the Vehicle used as Habal-habal

Category	Frequency	Percent (%)
1 year below	3	3
1 year to 3 years	25	25
4 years to 6 years	32	32
7 years to 9 years	30	30
10 years and above	10	10

Problems Encountered in Registration Process

Table 6 shows the problems encountered in licensing/registration process of the motorized vehicle. The data shows that financial problem is ranked as first with a rating of 100%, followed with the presence of covid-19 pandemic with the rating of 35.7%, time consuming process with the rating of 7.1% as ranked third, and the distance from LTO's office and uninterested responses are both rated 2.4% and obtain the lowest rating. It means that most of the reasons for expired and unregistered vehicle are due to financial problem.

Table 6
Problems Encountered in Registration Process
(n=42)

Category	Frequency	Percent (%)
Financial Problem	42	100
Time Consuming Process	3	7.1
Distance from LTO's the Office	1	2.4
Uninterested	1	2.4
Unneeded	0	0
Others:		
Covid Pandemic	15	35.7

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATION

This chapter presents the summary of the findings, conclusion and recommendations.

Summary and findings

After the raw data had been analyzed and interpreted from the given self-made questionnaire to the one hundred (100) participants of the habal-habal driver's association of the municipality of San Miguel which was conducted from the period of May to June 2021, the researchers came with the following summarized findings as basis for drawing conclusions and formulating recommendations.

Participant's Demographic Profile

The data of the participant's demographic profile reveal that all of the participants were males with ages from forty (40) years old above, married and obtain elementary level as their educational attainment. Findings also reveals that most of the participant's other occupation were farming and they used their vehicle for habal-habal to have their source of income.

License Status of Habal-habal Drivers

On the other hand, most of the respondents were having incurrent license for non-professional license and professional license. Participants having non-professional license has with the restriction code (RC) 1 while participants having

professional license has the restriction code (RC) of 1, 2, and 3. On the other hand, main reason of not having a license is on financial problem.

Profile of the Motorized Vehicle as Habal-habal

Most of the motorized vehicle were registered and used as habal-habal for the period of 3 to 5 years. While majority of the expired registration of motorized vehicle were having problem on financial matter and the presence of pandemic.

Conclusion

With all the data collected, the researcher concluded that most of the participants were habal-habal drivers for 10 years and above are having driver's license. Majority of the participants were habal-habal driver and as their other source of income. Even if they don't have a driver's license and having unregistered vehicle, they still operate as habal-habal for a means of livelihood and providing needs of their family. Habal-habal drivers' problem on registration and licensing is on financial problem

Recommendation

Anchored in the findings and conclusions of the study, the following recommendations are offered:

- 1 Habal-habal driver's should practice self-responsibility by getting their own driver's license and have their vehicles registered by acquiring all the required documents.

2. The habal-habal organization president is encourage to work collaboratively by enforcing a rule not to allow those drivers without license and unregistered vehicle to do operation that will help for the safety of both drivers and passengers.
3. LTO should impose strict rules on no registration and license to operate for security and safety for both driver and passenger.
4. Future researchers may conduct further study on problems encountered of the habal-habal drivers towards licensing process and registering the vehicle.
5. Further study on the average daily net income as habal-habal drivers since the number of habal-habal are increasing.

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APPENDIX B



Republic of the Philippines
 BOHOL ISLAND STATE UNIVERSITY- BILAR CAMPUS
 College of Technology and Allied Sciences
 Zamora, Bilar, Bohol



Date: April 21, 2021

Dr. Marietta C. Macalolot
 Campus Director
 BISU Bilar Campus
 Zamora, Bilar, Bohol

Ma'am;

The undersign BSIT- Automotive Major students of BISU, Bilar Campus, Zamora, Bilar, Bohol respectfully request permission from your office to please allow us to conduct our research entitled " **THE PROFILE OF HABAL-HABAL DRIVERS IN THE MUNICIPALITY OF SAN MIGUEL**". This is in partial fulfilment of the requirements for graduation for the degree of Bachelor in Science in Industrial Technology (BSIT) major in Automotive.

We are looking forward for your positive response regarding this request.

Respectfully yours,
Agon, Christian
 Student Researcher
Bahan, Jay
 Student Researcher
Bulala, Marlo
 Student Researcher
Bumaya, Lazer
 Student Researcher
Mahumot, Ryan
 Student Researcher

Noted by:

Recommending Approval:

DOMINGO C. BARO
 Ph.D.
 Research Adviser

ARLEN B. GUDMALIN,
 Dean, CTAS

MARIETTA C. MACALOLOT, Ph.D.
 Campus Director



Republic of the Philippines
BOHOL ISLAND STATE UNIVERSITY
College of Technology and Allied Sciences
Zamora, Bilar, Bohol

MARIETTA C. MACALOLOTT, PhD

April 17, 2021

Campus Director

Bohol Island State University – Bilar Campus

Greetings!

The undersigned from the department of Hospitality Management and Industrial Technology taking up Bachelor of Science in Technology major in Automotive would like to ask permission to conduct the study entitled **“PROFILE OF HABAL-HABAL ORGANIZATION IN THE MUNICIPALITY OF SAN MIGUEL”** as requirements in the subject research 2.

In line with this, the undersigned would distribute a survey questionnaire for the workers to answer. The result gathered will be treated with outmost confidentiality.

We hope to receive positive response from you!

Thank you so much and God Bless,

Sincerely yours,

The Researcher

Noted by:

CRISOLOGO DORIA;

Researcher Adviser

Recommending Approval;

ARLENE B. GUDMALIN, Ph.D

Dean, CTAS

Approved by,

MARIETTA C. MACALOLOTT, Ph.D

Campus Director



APPENDIX B

Republic of the Philippines
 Bohol Island State University
 Bilar-Campus
 Zamora, Bilar Bohol



Vision: A premier Science and Technology university for the formation of world class and virtuous human resources for the sustainable development of Bohol and country.

Mission: BISU is committed to provide quality and higher education in the arts and sciences, as well as in the professional and technological fields: undertake research and development and extension services for the sustainable development of BOHOL and the country.

SELF – SURVEY QUESTIONNAIRE ON THE PROFILE OF HABAL- HABAL DRIVERS IN THE MUNICIPALITY OF SAN MIGUEL, BOHOL

Directions: Please check (/) appropriately on the space provided for your response on the given questions below.

Part 1: Profile of the Participants

Gender: Male Female Age ;25 below 25-40 40 above

Civil Status: Single Married Divorced Separated

Widowed

Educational Attainment:

Elementary level High School level College level

Elementary Graduate High School Graduate College Graduate

Other source of income: _____

1. License Status:

Good/Incurent Withdrawn Revoked

Expired None

2. For those who have license:

KINDS OF LICENSE	RESTRICTION CODE
<input type="checkbox"/> Student Permit	
<input type="checkbox"/> Non-Professional License	<input type="checkbox"/> RC1 <input type="checkbox"/> RC2 <input type="checkbox"/> RC4
<input type="checkbox"/> Professional License	<input type="checkbox"/> RC1 <input type="checkbox"/> RC5 <input type="checkbox"/> RC2 <input type="checkbox"/> RC6 <input type="checkbox"/> RC3 <input type="checkbox"/> RC7 <input type="checkbox"/> RC4 <input type="checkbox"/> RC8

3. For those who have **No license and expired**, reasons Why?

Financial Problem

Unneeded

Time consuming process

Unable to read & write

Distance from the LTO's Office

Others, Please

Specify _____

Uninterested

4. Length of being habal-habal driver:

1 year and below

10 years above

1 year to 3 years

3 years to 5 years

5 years to 10 years

Part 2. Profile of the motorized vehicle as a habal-habal:

1. Model of the Vehicle, Specify _____

2. Vehicle Registration Status:

Registered

Unregistered

Expired

3. For unregistered vehicle and expired, reasons why?

Financial Problem

Others, please

specify _____

Time Consuming Process

Distance from the LTO's Office

Uninterested

Unneeded

4. Length of being used as habal-habal vehicle:

Below 1 year

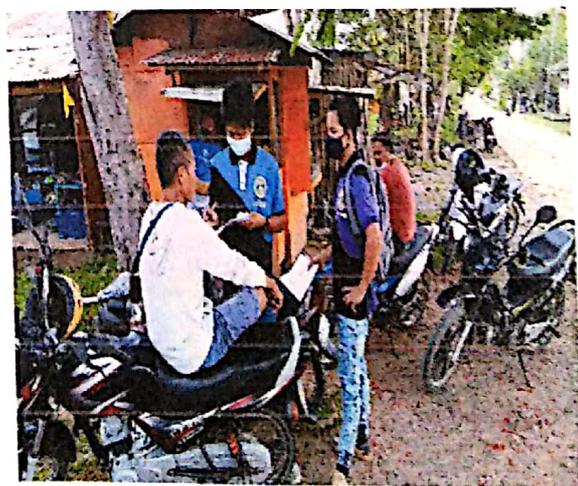
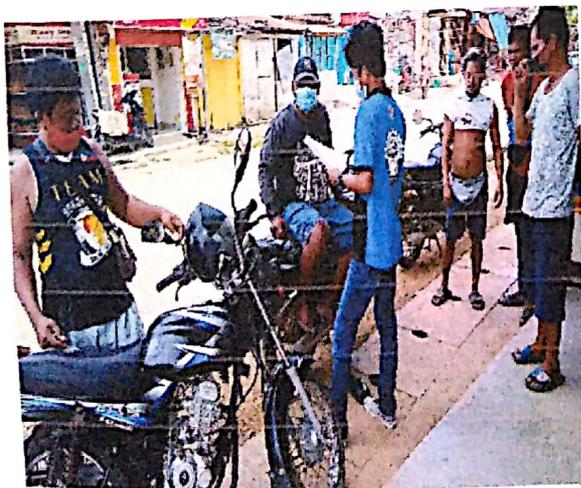
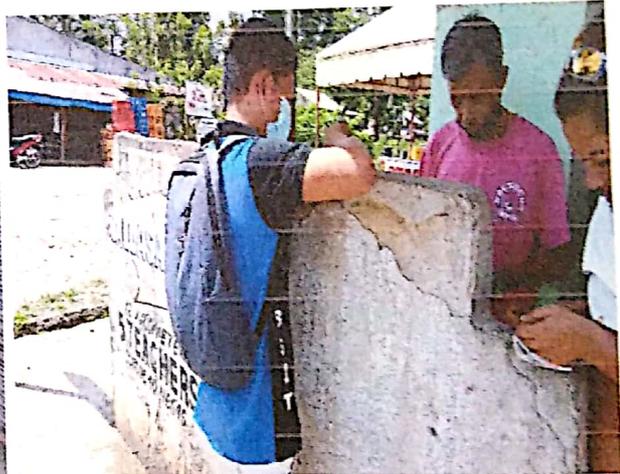
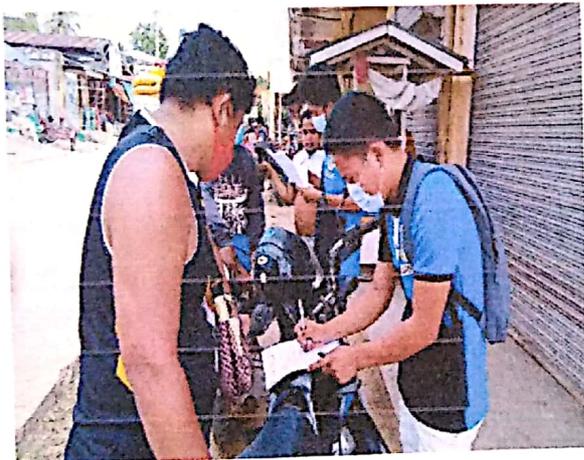
10 years and above

1 year to 3 years

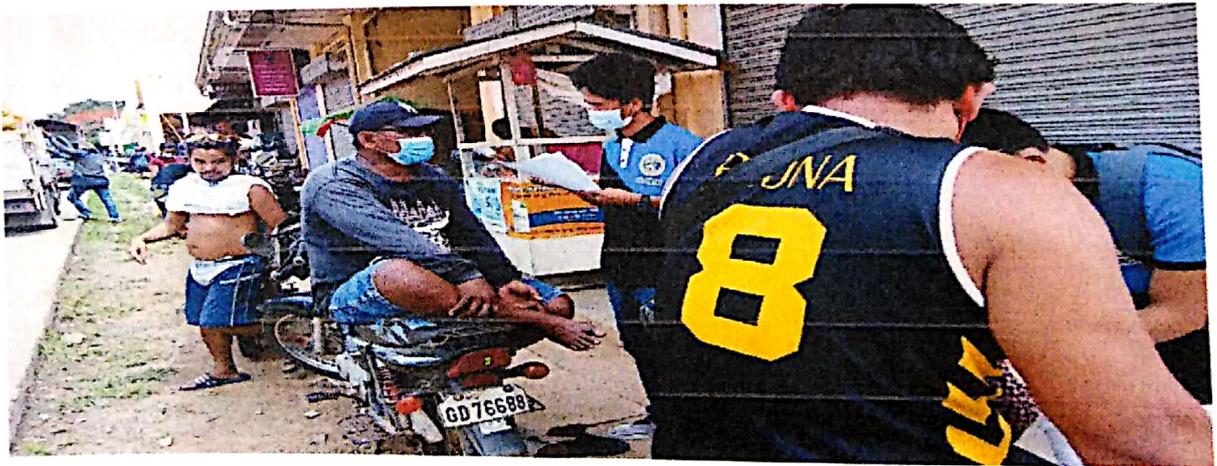
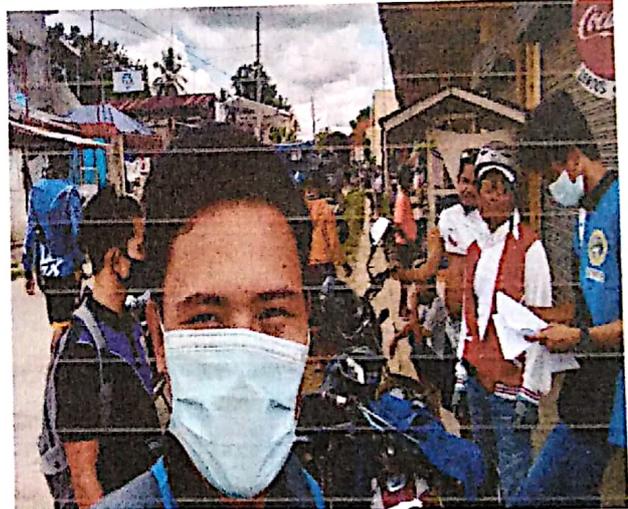
3 years to 5 years

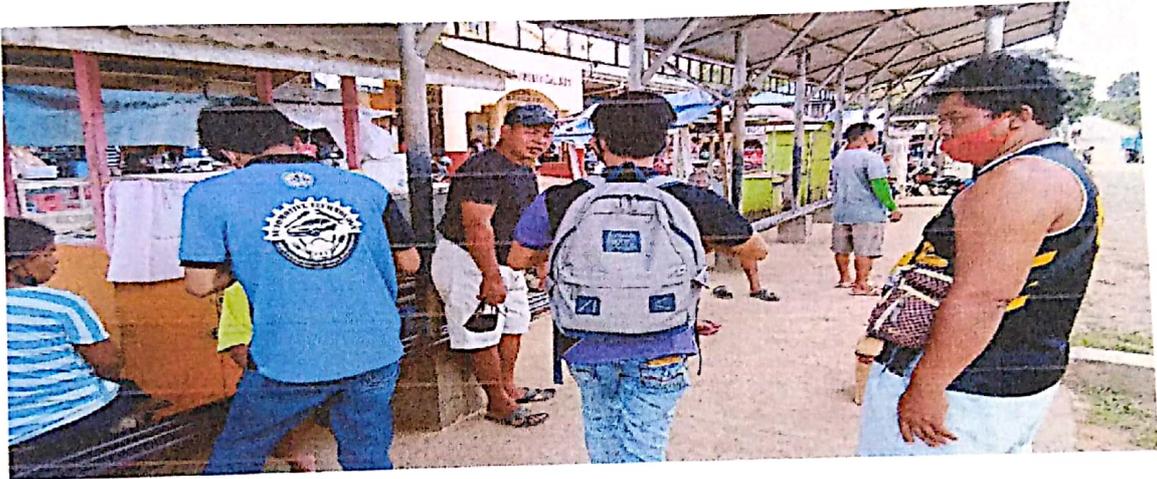
5 years to 10 years

APPENDIX C
PHOTO DOCUMENTATION
(MAMODA) (MAHAYAG MOTOR DRIVER'S ASSOCIATION)



(SMMO) (SAN MIGUEL MOTOR ORGANIZATION)





RESEARCHER'S BIODATA

PERSONAL DATA

Name: Christian M. Agon

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Date of Birth: December 04, 1999

Address: Camanaga, San Miguel Bohol

Citizenship: Filipino

Civil Status: Single

Religion: Catholic

Father: Alberto R. Agon

Mother: Alfreda M. Agon



Educational Background

Elementary: Mahayag Elementary school

Mahayag, San Miguel, Bohol

Secondary: Mahayag Nat'l High School

Mahayag, San Miguel, Bohol

Tertiary: Bohol Island State University

Zamora, Bilar, Bohol

Course: Bachelor of Science and Industrial Technology

: Major in Automotive Technology

Motto: Just do your best and God will do the rest.

PERSONAL DATA

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Address: Cambuyo G- Hernandez Bohol

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Religion: Catholic

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Mother: Basilides G. Bahan

Educational Background

Elementary: Cambuyo Elementary school

G- Hernandez, Bohol

Secondary: G- Hernandez Nat'l High School

G- Hernandez, Bohol

Tertiary: Bohol Island State University

Zamora, Bilar, Bohol

Course: Bachelor of Science and Industrial Technology

: Major in Automotive Technology

Motto: Sacrificing is not all about hurting people sometimes it talked about how to pursue the challenges in order to success.

PERSONAL DATA

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Religion: Non Catholic

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Mother: Maria L. Bulala

Educational Background

Elementary: Mahayag Elementary school
Mahayag, San Miguel, Bohol

Secondary: Mahayag Nat'l High School
Mahayag, San Miguel, Bohol

Tertiary: Bohol Island State University
Zamora, Bilar, Bohol

Course: Bachelor of Science and Industrial Technology
: Major in Automotive Technology

Motto: Love me for who I am and I'll love you who you are.

PERSONAL DATA

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Religion: Catholic

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Educational Background

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San Jose, San Miguel, Bohol

Tertiary: Bohol Island State University
Zamora, Bilar, Bohol

Course: Bachelor of Science and Industrial Technology
: Major in Automotive Technology

Motto: No matter how hard is it, just push it



PERSONAL DATA

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Mother: Jeneth V. Mahumot

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Mahayag, San Migue,l Bohol

Secondary: Mahayag Nat'l High School
Mahayag, San Miguel, Bohol

Tertiary: Bohol Island State University
Zamora, Bilar, Bohol

Course: Bachelor of Science and Industrial Technology
: Major in Automotive Technology

Motto: Trust in the Lord with all your heart and not lean your own understanding.

