

**REGISTRATION STATUS OF RELA (MOTORIZED TRICYCLE) IN THE
MUNICIPALITY OF CARMEN, BOHOL**

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

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REGISTRATION STATUS OF RELA (MOTORIZED TRICYCLE) IN THE
MUNICIPALITY OF CARMEN, BOHOL

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In Partial Fulfillment
Of the requirements of the Degree
In Bachelor of Science Information Technology- Automotive

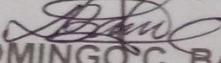
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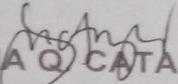
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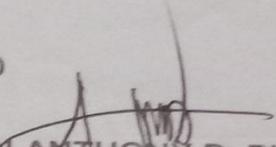
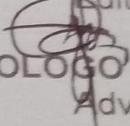
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This thesis entitled "REGISTRATION STATUS OF RELA IN THE MUNICIPALITY OF CARMEN, BOHOL", prepared and submitted by Louise Mark Petalino, Jimboy Canono, Mark Leo Madelo, and Rodel Daverao in partial fulfillment of the requirements for the degree in Bachelor of Science Industrial Technology major in Automotive has been examined and recommended for acceptance and approval for oral defense.

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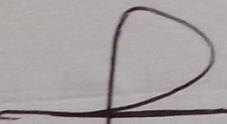

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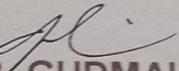

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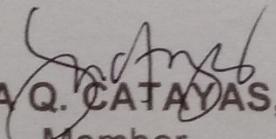
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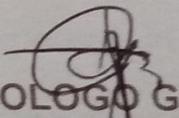
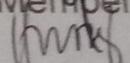
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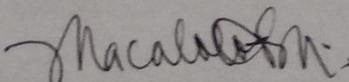

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ABSTRACT

The study was conducted at the Municipality of Carmen, Bohol to determine the registration status of the Relá organization. Specifically, the study intended to find out the profile of the Relá drivers in terms of age, gender, civil status, educational attainment, other source of income, status of license, level of license code, and number of years in operating Relá; the status of Relá vehicle in terms of registration status, year model number and ownership; and the common problems encountered during operation. In gathering the data, the researcher used descriptive survey method. There were 50 identified participants who are actively part of the CATODA, a Relá organization in Carmen, Bohol. Findings revealed that out of the 50 participants, majority were aged 31 to 40 years old and high school graduate. Moreover, majority of the respondents depends on driving Relá as their only source of income. Most of the Relá vehicles were registered, majority's year model is 2016-2021, privately-owned, and the most common issues encountered during operation was fuel. Based on the results, there were 5 unlicensed Relá drivers and 8 unregistered vehicles that were still in the operation. The drivers should engage themselves in orientations/seminars for them to be more knowledgeable about the traffic regulation under Land Transportation and Traffic Code and get their driver's license and register their Relá vehicle at the any LTO branches. Thus, the researchers encourage Relá drivers to practice self-responsibility by getting their own driver's license and have their vehicles registered, Relá organization president has to enforce a rule not to allow those drivers without license and unregistered vehicle to do operation, and future researchers to conduct similar studies to strengthen the validity of the study.

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Chapter 1

THE PROBLEM AND ITS SCOPE

Rationale

Vehicle registration is the process used by the government to establish a link between vehicles and its owners which notifies the state of ownership of the vehicle, and provides the necessary documentation for the issuance of state license. It is a legal necessity that applies to all citizens in most countries.

A license is a government issued permit that allows someone to drive a car or a motor vehicle. In the Philippines, the Land Transportation Office (LTO) is the only entity acts as evidence that you have undergone training.

Despite the positive effects on access to remote places and the comfort provided by vehicles which allow people to increase their social and economic interactions, the negativity effects of the car on everyday life are not negligible. In fact, the situation on the street is very that issues licenses. It is applicable to both trucks and vehicles and it is different as the number of vehicles increases drastically.

Out of the 574,819 vehicles and motorcycles in Cebu province, 406,930 were up for renewal of registration and 167,889 were newly registered.

As per record in Bohol LTO offices, of the 93,397 vehicles, 18,292 are registered in Jagna; 50,731 in Tagbilaran City; and 24,374 in Talibon. Of the 89,393 in Negros Oriental, 20,813 are registered in Bais City; 10,764 in Bayawan City; and 57,816 in Dumaguete City.

However, a lot of news about vehicles clogging the streets in the Philippines are aired in television and radio. Number one reason why this happen is due to the high number of vehicles increasing every year.

Driving without license and with an unregistered vehicle are actually two of the most common traffic violations that a driver commit, whether intentionally or not. Knowing the strict laws and penalties, too many drivers do not bother with either renewing their licenses due to inappropriate cost-saving by simply not wanting to pay for the certificate for one reason or another.

With the number of vehicles in Philippines, there are some unregistered vehicles and unlicensed drivers that are still operating in public highways which is not allowed by law.

The aforementioned realities inspired the researchers to conduct a study to find out the registration status of Rela organization in Carmen, Bohol.

Literature Background

Driver's license and vehicle registration are the priorities of the Land Transportation Office. To ensure this is duly followed, the government implemented laws that mandates all drivers to have license.

As stated in section 5 of Article 1 of Republic Act No. 4136, known as the Land Transportation and Traffic Code,

“All motor vehicles shall be used or operated on or upon any public highway of the Philippines unless the same is properly registered for the current year in accordance with the provision of this Act.”

In the Philippines, there are 3 types of license. Each of which restricts a person's right to drive under certain circumstances. Their key differences are in the licenses' requirement and intent.

Student permit is the type of license that allows a person to drive a vehicle as long as they are accompanied by a professional or non-professional driver or with a supervision of a qualified teacher or a licensed driver. Non-Professional license allows a person to drive any vehicle under restrictions 1, 2 and 4 with a gross vehicle weight not exceeding 4500 kg for personal and private use only. Professional license is an official document that authorized public vehicle (PUV) such as tricycle, taxi, jeepney, bus, truck or become a chauffeur for any lucrative purposed.

The driver's license has different restriction codes. With each restriction, there are particular types of vehicles included and are the only ones a person is allowed to drive.

Restriction Code 1 is related to driving motorcycles or motorized tricycles. If a person has a Professional Driver's License but do not have an RC 1, he cannot drive a motorcycle or a motorized tricycle. Restriction Code 2 license allows a person to drive a car, pick-up, SUV, or any vehicle with a manual or automatic transmission having a gross vehicle weight not exceeding 4500 kilograms. Restriction Code 3 allows a person to drive vehicles, either manual or automatic, with a weight exceeding 4500 kilograms, such as 6-wheelers and 10-wheeler trucks.

Pursuant to 1920 Road Act, council were required to register every vehicle when licensing and to give each vehicle its own individual number.

According to the article published last January 2021 by Mantha Sanchez entitled, "Number of Registered Private Cars in the Philippines 2009-2020", there were approximately 2 million newly registered motorcycles, tricycles, and non-conventional motorcycle in the Philippines in 2020. The new registered vehicles amount to about 166 thousand. However, the number of the registered private cars in the country has significantly decreased in 2020 due to COVID-19 pandemic.

Republic Act 4136, also known as the Land Transportation and Traffic Code laid the groundwork for all the traffic regulations in the Philippines. It sets

the registration requirements and fees for every vehicle owner. Motor vehicles utilized or driven on any public road or highway in the Philippines must be registered with the Land Transportation Office (LTO) for the current year, as required by the Land Transportation Office and Traffic Code.

Apart from that, drivers are required to apply for a professional and non-professional license. RA 4136 also set the penalty fees for failing to comply with the commission's registration and licensing requirements.

In Cebu, LTO registered 125,780 new vehicles in 2014; 154,924 new vehicles in 2015 and 163,587 in 2016.

Republic Act No. 4136, Section 19 of Article I Chapter III, states that:

“No person shall operate any motor vehicle without first procuring a license to drive a motor vehicle for the current year, nor while such license is delinquent, invalid, suspended or revoked.”

In Section 26 of Article III of Republic Act No. 4136, any license not renewed on or before the last working day of the month when the applicant was born shall become delinquent and invalid, except when the license is surrendered to the commissioner or his deputies before the last working day of the month and his birth in order to avoid payment of the delinquencies fees.

Pursuant to Section 1 of Executive Order 712, issued last 12th of March 2008, this Department of Transportation and Communications, under Department Order No. 2008-16 dated 23rd of April 2008, created an inter-agency committee (LAP) and a Technical Working Group (TWG), to review all existing ordinances,

orders, rules, and regulations issued by the local government units nationwide concerning public transportation, including the granting of franchises to tricycle for hire, establishment and operations of public transport terminals, etc.

As stated in Section 2 of Executive Order 712, the LGUs are empowered to grant franchises for the operation of tricycles. However, it is the Land Transportation Office that has the sole power to register all motor vehicles including tricycles and the licensing of drivers thereof. Likewise, only the LTO and deputized agents shall implement the franchising conditions including those on tricycles and impose sanctions, penalties for violations thereof.

Tricycles may operate only along city/municipal streets, not along the national roads. Moreover, their operation is limited only to routes not traversed by a higher modes of public transport. However, the Sangguniang Bayan/ Sangguniang Panglungsod may provide for exceptions talking into consideration the public safety.

Due to concerns about non-compliant vehicle owners, the study opted to head out into the field to observe non-compliance of drivers in terms of registration. With the number of vehicles in Philippines, there are some unregistered vehicles and unlicensed drivers that are still operating in public highways which is not allowed by law.

In registering a motorcycle vehicle, the first thing to do is smoke test. This test determines the amount of fumes or pollution discharged from a vehicle's exhaust manifold. In the Philippines, the emission test is required as part of the vehicle registration process. Next is the vehicle insurance. Motorcycles, like any

other sort of vehicle, are clearly subject to a variety of dangers. Damage, accident, loss, and even personal injury to the driver and passenger are all possible outcomes.

In an article by Macpherson (2021), it is stated that vehicle checkup should be undertaken on a daily basis for more than just compliance. This is a quick and easy approach to spot potentially dangerous flaws and hazards in motorcycle vehicles to make sure that they are safe, in good working order, and fit for use before they get on the road.

As stated in an article in PhilKotse.com (2020), “Complete list of LTO fines and penalties in the Philippines” one may get a ticket for breaking traffic rules sometimes and eventually get a ticket with the LTO violation fee costs up to Php 3,000 for an expired, suspended or revoked driver’s license.

As indicated by Zoleta (2021) on her article entitled, “Every LTO Fee for Car Registration, Driver’s License and Violations”, each transaction with the Land transportation Office (LTO) comes with a fee—whether it’s for vehicle registration, driver’s license application or renewal, or settling a traffic rule violation. Driving an unregistered vehicle will merit a fine of Php 10, 000.

According to Sham A (2021) in the article “LTO Motorcycle Registration and Renewal Fee 2021”, the initial fee for motorcycle registration is Php 1, 000.00. The last digit of a motorcycle's two letter four number plate indicates which month the vehicle will have to be registered in. The second to the last digit, on the other hand, indicates which week the vehicle has to be registered by. (Deriquito (2019)

Gonzales (2021) in the article, "Complete Guide to LTO Car Registration and Renewal", stated that motorists may now use portal.lto.gov.ph to ease "car registration and license application procedures or visit the nearest LTO office.

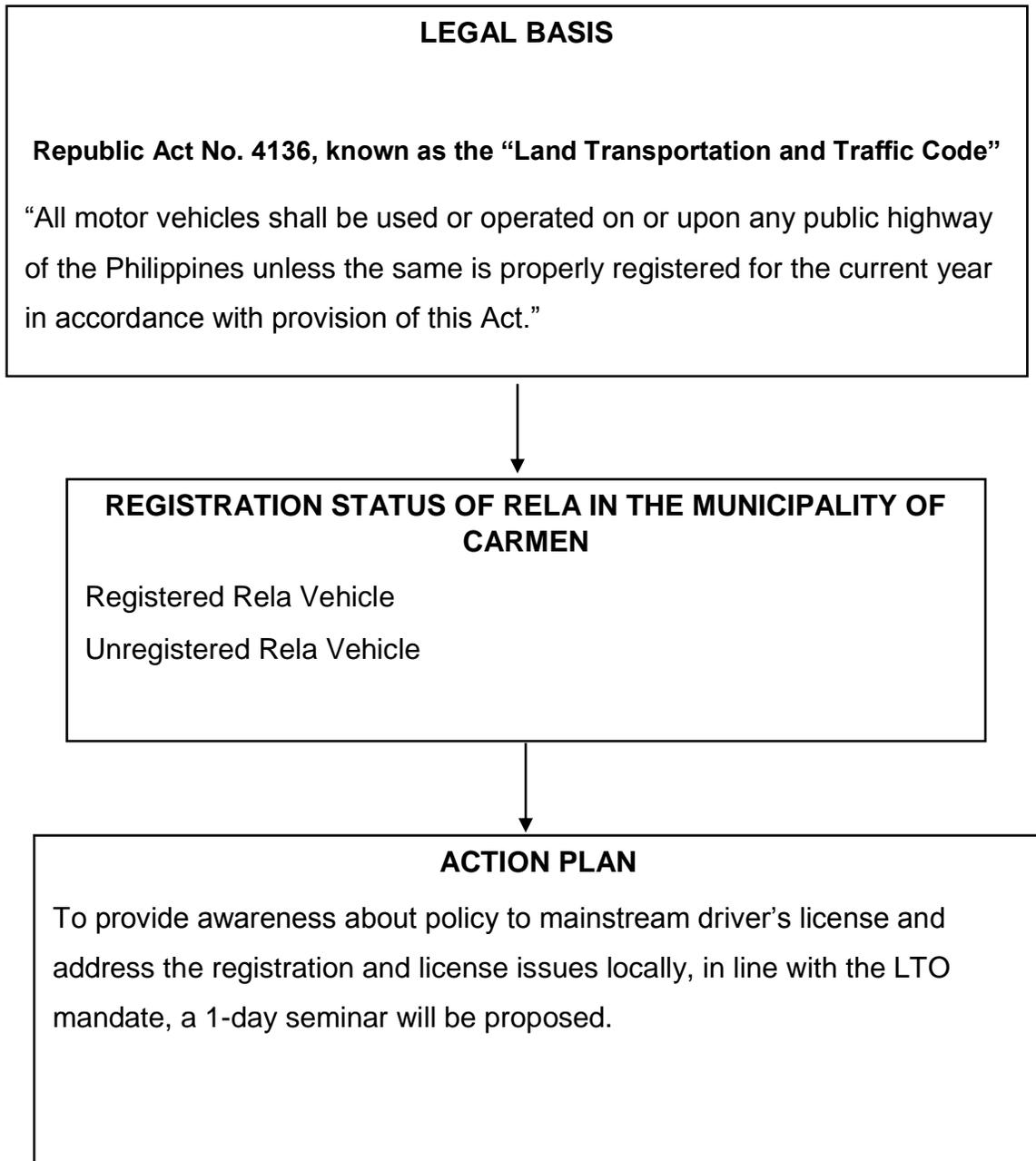


Figure 1. Conceptual Framework of the Study

THE PROBLEM

Statement of the Problem

The researchers aimed to determine the registration status of Rela as utility vehicles in the municipality of Carmen.

Specifically, the study sought to answer to the following questions:

- 1.) What is the profile of the Rela driver in terms of:
 - 1.1. age;
 - 1.2. gender;
 - 1.3. civil status;
 - 1.4. educational attainment;
 - 1.5. other source of income;
 - 1.6. status of license;
 - 1.7. level of license code and
 - 1.8. number of years in operating rela?
- 2.) What is the status of Rela in terms of:
 - 2.1. registration status of vehicle;
 - 2.2. year model number and
 - 2.3. ownership?
- 3.) What are the common problems encountered during operation?
- 4.) What action plan can be proposed to improve licensing and registration?

Significance of the Study

The researchers humbly proposed the simple piece of work for they believe that the study would be beneficial to the following:

LTO: The findings would enforce stricter adherence to no registration no travel policy as per the new memorandum of the government office license.

Traffic Enforcers: The findings of the study may encourage our law enforcers to continue with stricter implementation and adherence to the Republic Act No.4136. With such, stricter sanctions would be given to those who intentionally use vehicles without license and plate numbers.

Community: The result of this study would serve as a baseline for people who would like to purchase vehicle to secure license for safety purposes.

Researchers: This research would serve as a point of reference for other researchers on getting ideas and concepts about the registration status of motorized vehicles and shall give insights in conducting researches related or similar to this study.

Academe: The findings of this study is essential to the sustainability and development, and it is imperative to have knowledge driving growth based on innovation.

RESEARCH METHODOLOGY

Research Design

The researchers used descriptive type of research utilizing survey questionnaire to check the registration status of Relas in the Municipality of Carmen. This tool is composed of demographic profile and the state of its registration.

Environment

The study was conducted in the Municipality of Carmen, Bohol. The Municipality of Carmen is one of the biggest towns in Bohol composing of 29 barangays. Relas are commonly used as a mode of transportation in Carmen which perfectly fits for the study. This study is conducted to determine the registration status of these Relas and the license status of the Relas drivers. The data gathering in the said research setting was conducted on May 24, 2021.

Participants

The researchers conducted a complete enumeration of Relas drivers obtained from the president of the Carmen Tricycle Operator Drivers Association (CATODA), an organization for the Relas driver operators in the municipality of

Carmen. The respondents were (50) Relá drivers from the different barangays in the Municipality of Carmen.

Instruments

The study utilized a descriptive survey type of questionnaire to which the respondents supplied the necessary answer to the questions given. The data gathering tool was subdivided into two parts. The first part consisted of personal profile of the respondents; the second part focused on the registration status of the corresponding vehicle.

Data Gathering Procedures

The researchers sent a letter-request to the Campus Director with the side note from the dean and the Chairperson of the Department for the conduct of the study. After the approval was granted, another letter was given to the Relá president for permission to administer the questionnaire to them.

The questionnaire was distributed to 50 respondents to check the registration status of their vehicle. The common problems were also included in the instrument of the study. The researchers and the respondents observed proper health protocols throughout the conduct of the study. Questionnaires were personally given with proper observance of 1-meter social distancing. The respondents were given enough time to answer the questions. The questionnaires were retrieved and tabulated for the analysis and interpretation.

Statistical Treatment

Frequency counts and simple percentage were used to describe the registration status of the vehicle and the number of vehicles that are registered, non-registered and for renewal.

The responses were collected, tallied and tabulated.

$$P = (f/n) \times 100\%$$

Where:

P=percentage

f = frequency

n = number of case

OPERATIONAL DEFINITION OF TERMS

To ensure through understanding of the terms used in this study, the following terms are defined conceptually and operationally:

Expired. Refers to the status of a license when the license period has expired and the license is not renewed or provisional license granted, and before the license is terminated.

Good/Incurent. Refers to the license that is still active or not expired

Labor. Refers to an activity or any physical job with hands-on tasks involving effort or exertion such as being a construction worker, welder, etc.

Non-Professional. Refers to the license that allows a person to drive any vehicle with a gross vehicle weight not exceeding 4500 kg for personal and private use only.

Professional. Refer to the official document that authorized public vehicle (PUV) such as tricycle, taxi, jeepney, bus, truck or become a chauffeur for any lucrative purposed.

Revoked. Refers to the license that is invalid, and the driver can no longer legally operate a vehicle.

Student Permit. Refers to the type of license that allows a person to drive a vehicle as long as they are accompanied by a professional or non-professional driver or with a supervision of a qualified teacher or a licensed driver

Vehicle Registration. Refers to the process of registering any type of vehicle with a government authority, either compulsory or otherwise which establishes a link between a vehicle and the owner

Withdrawn. Refers to a license that is temporarily out of service due to violation

Registered. Refers to the vehicles that are entered or recorded on an official list as mandated by Land Transportation Office

Unregistered. Refers to those vehicles that are not officially entered or recorded on an official list of registered vehicles.

Chapter 2

PRESENTATION, ANALYSIS AND INTERPRETATION OF DATA

This chapter presents the findings of the study analysis and interpretation. It covers the profile of the Rela drivers-respondents, profile of the Rela vehicle, the frequency of the common problems encountered by the driver during operation and the analysis on the significant difference on the registration status of Rela in terms of age and educational attainment. The data to be presented are all from the results and outcomes of the conducted data gathering that was started on May

Demographic Profile of the Respondents

Table 1 presents the demographic profile of the respondents in terms of age, gender, civil status, educational attainment, other source of income, status of license level of license code and number of years in operating Rela. In terms of age, data reveals that 18 (36%) of the Rela driver belong to the age bracket of 31 to 40 years old, followed by the 14 (28%) which belong to the age bracket of 41 to 50 years old, 8 (16%) belong to the age bracket of 21 to 30 years old while 12% belong to the age bracket of 51 to 60 years old. Likewise, ages 18 to 20 and 61 years old above got the lowest of 2 (4%).

As to gender, the data reveals that all drivers were male. With regard to civil status, it displays that majority 36 (72%) is married while there are only 14 (28%) single Rela drivers.

It discloses that majority 18 (36%) of the respondents graduated in High School; while 2 (4%) graduated in elementary. Furthermore, in respondents' other source of income, the result shows that majority 30 (60%) of the Rela drivers depend mainly on driving as their means of living, followed by farming with 13 (26%), then carpentry 4 (8%) and labor 3 (6%) respectively.

Findings reveal that 72% of the respondents has good license status, 9 (18%) were expired, 5 (10%) has no license while none of the respondents have withdrawn and revoked license. In terms of license code, results show that 6% of the respondents have student permit, while 4 (8%) with non-professional license. Under the restrictions for non-professional license, the results show that there are 2 respondents for both restriction 1 and restriction 2 while 38 (76%) of the respondents have professional license which is composed of 7 (14%) for Restriction 1, 25 (50%) for Restriction 2 and 6 (12%) for Restriction 3 while 10% of the respondents have no license. For the number of years in operating Rela, the results show that 6 (12%) of the respondents have a maximum of 1 year in operation while 34 respondents who are in the operation for 1 to 5 years rated 68% while 3 (6%) are in the operation for 5 to 8 years. Furthermore, 7 (14%) of the respondents have 10 and above years while none of the respondents 8 to 10 years in the operation.

This implies that Rela drivers, in general, are aged 31 to 40 years old and rely on operating Rela vehicle as their source of income. Also, despite their years in operation, there are some drivers that are still unlicensed until now.

Table 1
Profile of the Rela Drivers in Carmen, Bohol
n=50

Category	Frequency	Percentage
AGE		
20 years old below	2	4%
21-30 years old	8	16%
31-40 years old	18	36%
41-50 years old	14	28%
51-60 years old	6	12%
60 years old above	2	4%
TOTAL	50	100%

GENDER		
Male	50	100%
Female	0	0
TOTAL	50	100%

CIVIL STATUS		
Single	14	28%
Married	36	72%
TOTAL	50	100%

EDUCATIONAL ATTAINMENT		
Elementary Level	3	6%
Elementary Graduate	2	4%
High School Level	11	22%
High School Graduate	18	36%
College Level	11	22%
College Graduate	5	10%
TOTAL	50	100%

OTHER SOURCE OF INCOME		
None	30	60%
Farming	13	26%
Carpentry	4	8%
Labor	3	6%
TOTAL	50	100%

Category	Frequency	Percentage
STATUS OF LICENSE		
Good/Incurent	36	72%
Expired	9	18%
Withdrawn	0	0%
Revoked	0	0%
No license	5	10%
TOTAL	50	100%

LEVEL OF LICENSE CODE		
Student	3	6%
Non-Professional		
• Restriction 1	2	4%
• Restriction 2	2	4%
Professional		
• Restriction 1	7	14%
• Restriction 2	25	50%
• Restriction 3	6	12%
None	5	10%
TOTAL	50	100%

NUMBER OF YEARS IN OPERATING RELA		
1 year and below	6	12%
1 – 5 years	34	68%
5 – 8 years	3	6%
8 – 10 years	0	0%
10 years and above	7	14%
TOTAL	50	100%

Status of Rela Vehicle

Table 2 shows the status of Rela Vehicle. Data reveals that 41 (82%) of the Rela vehicles are registered while 8 (16%) are unregistered; 1 (2%) has expired

registration. With regard to its year model, the result reveals that 3 (6%) of the vehicles belongs to the year bracket of 1998 to 2008 while 18 (36%) belongs to the year bracket of 2010 to 2015 and 29 (58%) belonged to the year bracket of 2016 to present. In terms of ownership, majority 43 (86%) of the vehicles are privately owned while 7 (14%) are rented.

This implies that the majority of the Rela vehicles in Carmen, Bohol are registered. And most of the respondents have owned their Rela vehicles and other rented the Rela vehicles that they are operating. However, there are still 8 unregistered and 1 expired Rela vehicles that are currently operational despite of its year model.

Table 2
Status of the Rela Vehicles in Carmen, Bohol
n=50

Category	Frequency	Percentage
REGISTRATION STATUS		
Registered	41	82%
Unregistered	8	16%
Expired	1	2%
TOTAL	50	100%
YEAR MODEL OF THE VEHICLE		
1998 – 2008	3	6%
2010 – 2015	18	36%
2016 – 2021	29	58%
TOTAL	50	100%
OWNERSHIP		
Privately owned	43	86%
Rented	7	14%
TOTAL	50	100%

Common Problems Encountered During Operation

Table 3 shows the common problems encountered during operation. The data reveals that the common problem encountered by the majority of the respondents is due to fuel issues which rated 46% while 15 (30%) are due to brake not working; 10 (20%) are caused by unpredictable weather while 9 (18%) are due to engine failure and 7 (14%) are due to being pulled over the police.

Table 3
Common Problems Encountered by the Operators and Drivers of Rela
N=50

Category	Frequency	Percentage
Budget for Fuel	23	46%
Brakes not working	15	30%
Unpredictable weather	10	20%
Engine Failure	9	18%
Pulled over by the police	7	14%
Others	0	0%
TOTAL	50	100%

Chapter 3

SUMMARY OF FINDINGS, CONCLUSIONS AND RECOMMENDATION

This chapter presents the summary and findings, conclusions and the recommendations that serve as reference for future researchers and improvements.

Summary of Findings

The study primarily aimed to determine the registration status of Rela organization in the Municipality of Carmen, Bohol.

The findings of the study revealed that majority of the Rela drivers belonged to the age bracket of 31 to 40 years old. In terms of gender, all respondents are male and 18 of them graduated in High School. Furthermore, findings revealed that 30 of the Rela-driver respondents depended their income in driving. In their license status, study revealed that 36 of the respondents had a good and incurrent license. In addition, findings revealed that 38 respondents have a professional license. Out of these 38 respondents, 25 of them have Restriction 2 level in their license code. In terms of their years in the operation, the results revealed that 17 out of 50 respondents were 1 to 3 years in the Rela driving operation and another 17 were in the job for 3 to 5 years in the operation.

With regard to the profile of the Rela vehicle, results showed that 41 out of 50 Rela vehicles in the Municipality of Carmen are registered. In addition, study revealed that 29 of the vehicles belonged to the year model bracket of 2016 to present. For the common problems encountered, findings revealed that the common problem encountered by the majority of the drivers were fuel issues. Lastly, for the status of ownership, the study revealed that 43 of the respondents' vehicles were privately owned while 7 of the respondents' vehicles are rented.

CONCLUSION

The status of the Rela driver's license and the Rela vehicle registration need to be duly addressed in accordance to the Land Transportation and Traffic Code.

The researchers can further conclude that not all of the Rela drivers and vehicles are licensed and registered regardless of their age and years in the operation thus, a training about the drivers are in need for more thorough and rigid training about licensing and registering the vehicle in order to avoid unlicensed drivers and unregistered Rela vehicles.

RECOMMENDATIONS

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

1. Rela drivers should practice self-responsibility by getting their own driver's license and have their vehicles registered by submitting all the required documents to the national registry.
2. The Rela organization President is encourage to work collaboratively by enforcing a rule not to allow those drivers without license and unregistered vehicle to operate for the safety of both drivers and passengers.
3. Future researchers are encouraged to conduct similar studies to strengthen the validity of the study.

Proposed Action Plan on the Registration Status of Rela in the Municipality of Carmen, Bohol

Rationale

A driver's license is a government-issued document that authorizes someone to drive a car. In the Philippines, the Land Transportation Office is the only agency that issues licenses (LTO). It is valid for both trucks and vehicles and acts as confirmation that you have received the necessary training and know how to operate a vehicle. It also serves as a government-issued ID when you are required to show it.

Unlicensed drivers endanger public safety. Driving unregistered vehicles jeopardizes the integrity of the road transportation system, with numerous studies establishing links between this activity and illegal and unsafe driving behaviors. In the Philippines, driving without a license carries a hefty PHP 3,000 fine. A delinquent, expired, suspended, revoked, incorrect, or false driver's license is also subject to the fine for driving without a license.

To obtain automobile insurance for a vehicle registered in their name, a person must have a valid driver's license. In the absence of proof of a driver's license, that person would be unable to obtain insurance. Furthermore, many insurance policies are specifically written to deny coverage in situations where

the driver was unlicensed to begin with or had their license suspended, which then caused the accident.

Objectives

The following objectives are to be achieved:

1. To provide awareness about a policy to mainstream driver's license and address the issues locally, in line with the LTO mandate;
2. Institutionalize a local LTO License Action Plan by identifying specific, measureable, attainable, realistic and time-bound action and discover various means by which the LTO, Rela organization president and Rela drivers can work hand in hand; and
3. To minimize the number of unregistered vehicle and non-licensed drivers in the Municipality of Carmen, Bohol.

Program Description

A proposed 1-day seminar about acquiring driver's license, its importance and the corresponding punishment or consequences when driving without license is needed to develop more awareness to the Rela drivers and to ensure that the driver is well equipped with the knowledge and skills for the safety of the driver, passengers, and the public. To achieve this, there shall be seminar to be conducted at the Municipality of Carmen gymnasium with the LTO officer. Afterwards, the drivers will be given 5 days to get their license and renewed their expired licenses at the nearest LTO branch. This is to make sure that the LTO mandate and functions are fulfilled and has been put in place.

Mechanics of Implementation

The proposed action plan will be presented to the Rela organization then for the LTO for a careful study with regard to the implementation. Comments and suggestions will be accepted to improve the proposed action plan.

Schedule of Implementation

To formally conduct the seminar, the researchers sent letters to the drivers and the president of Rela informing about the upcoming event three days prior to the target date: August 8, 2021. This proposed action plan for the seminar for Rela drivers will be implemented effective this school year 2021-2022.

ACTION PLAN FOR PROPOSED
SEMINAR FOR RELA DRIVERS IN THE MUNICIPALITY OF CARMEN

SCHEDULE / DATE	TRAINING TIME	VENUE	PERSON INVOLVED	CORE TOPICS	BUDGETARY REQUIREMENTS
August 8, 2021	8:00 A.M to 11:00 A.M	Municipality of Carmen gymnasium located in Poblacion, Carmen, Bohol	Rela drivers in the Municipality Of Carmen, Bohol	<ol style="list-style-type: none"> 1. Importance of getting a driver's license and licensed vehicle 2. Punishment for drivers in operation without license and with unregistered vehicle. 3. 5 – day allotted time given for the drivers with no license and with unregistered vehicle to visit the nearest LTO branch for the registration will be discussed 	The seminar is for free (including the snacks)

Figure 2. Proposed Action Plan

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APPENDICES

8. Level of License Code

Kinds of License	Restriction Codes
__ Student Permit	
__ Non-Professional	__ RC1 __ RC2 __ RC4
__ Professional	__ RC1 __ RC5 __ RC8 __ RC2 __ RC6 __ RC3 __ RC7

9. Number of years in operating Rela:

- 1 year and below 8 years to 10 years
 1 year to 3 years 10 years and above
 3 years to 5 years
 5 years to 8 years

Part II. Profile of the Registration Status of Rela Vehicle:

1. What is the model of the vehicle? (Please specify) _____
2. What is the year model number of the vehicle? _____
3. What is the registration status of the vehicle?
 registered unregistered expired

If expired, please specify the reason: _____

4. What are the common problems you encountered during operation?

- Engine fails
- brake not working
- Fuel problems
- unpredictable weather
- being pulled over by the police
- travel sick passenger

Others: (please specify)

5. What action plan can you offer to enhance Rela operation?

**APPENDIX B
APPROVED LETTERS**



Republic of the Philippines
BOHOL ISLAND STATE UNIVERSITY
Bilar Campus
Zamora, Bilar, Bohol



April 15, 2021

MARIETTA C. MACALOLOT, Ph.D.

Campus Director
BISU-Bilar Campus

Greetings!

We the undersigned, a third year college students taking up Bachelor of Science and Industrial Technology Major in Automotive are doing a research study entitled, “**REGISTRATION STATUS OF RELA IN THE MUNICIPALITY OF CARMEN**” as a requirement for our Research 1 & 2 subject in the S.Y 2021-2022.

In this connection, we would like to ask permission from your office to allow us to distribute and to gather the data necessary in this study. We assure that these undertakings will follow the health protocols set upon by the University in the distribution and retrieval of the data for safety purposes for both parties.

Thank you and more power.

Very truly yours,

(sgd) Louise Mark T. Petalino
(sgd) Jim Boy Canono
(sgd) Mark Leo Madelo
(sgd) Rodel Daverao

Student Researchers

Noted by:

(sgd) **CRISOLOGO G. DORIA**
Adviser

Recommending Approval:

(sgd) **ARLEN B. GUDMALIN, Ph.D.**
Dean, CTAS

Approved by:

(sgd) **MARIETTA C. MACALOT, Ph.D.**
 Campus Director
APPINDEX B.2



Republic of the Philippines
BOHOL ISLAND STATE UNIVERSITY
 Zamora, Bilar, Bohol



COLLEGE OF TECHNOLOGY AND ALLIED SCIENCES

April 16, 2021

TO WHOM IT MAY CONCERN,

Good day!

We the third year college students taking up Bachelor of Science and Industrial Technology Major in Automotive are doing a research study entitled, **“REGISTRATION STATUS OF RELA IN THE MUNICIPALITY OF CARMEN”** as a requirement for our Research 1 & 2 subject. We would like to know from you and to get your ideas and opinions on this study.

We would like to request you to answer this questionnaire as honestly as you can.

Thank you very much for your cooperation.

Truly yours,

Louise mark petalino
 Jim boy canono
 Mark leo madeo
 Rodel daverao

APPENDIX C.2
Data

PROFILE OF RELA DRIVERS								
N	AGE	GENDER	CIVIL STATUS	EDUCATIONAL ATTAINMENT	OTHER SOURCE OF INCOME	STATUS OF LICENSE	LICENSE CODE	NUMBER OF YEARS IN OPERATION
1	21-30	M	S	College Level	N/A	Good	Prof- RC1	1 - 5 years
2	18-20	M	S	Elem. Level	N/A	Good	Student	1 - below
3	41-50	M	M	HS Level	Labor	Expired	NP-RC2	1 - 5 years
4	31-40	M	M	College Grad.	Farming	Good	Prof- RC2	1 - 5 years
5	21-30	M	S	HS Level	N/A	Good	Prof- RC2	1 - 5 years
6	31-40	M	M	College Level	Carpentry	N/A	N/A	1 - 5 years
7	41-50	M	M	College Level	N/A	Good	Prof-RC3	10 - above
8	18-20	M	S	Elem. Level	N/A	Good	Student	1- below
9	41-50	M	M	HS Grad.	N/A	Good	NP-RC 2	1 - 5 years
10	41-50	M	M	HS Level	Carpentry	Good	Prof- RC1	1 - 5 years
11	31-40	M	M	College Grad.	N/A	Good	Prof- RC1	1 - 5 years
12	51-60	M	M	College Grad.	Farming	Good	Prof- RC2	10 - above
13	21-30	M	S	HS Grad.	N/A	N/A	N/A	1 - below
14	51-60	M	M	College Level	Carpentry	Good	Prof- RC2	5 - 8 years
15	31-40	M	M	HS Grad.	N/A	Good	NP-RC 2	1 - 5 years
16	21-30	M	S	College Grad.	Farming	Good	Prof- RC2	1 - 5 years
17	41-50	M	M	HS Grad.	Labor	Good	Prof- RC1	1 - 5 years
18	31-40	M	M	Elem. Grad.	N/A	Expired	Prof- RC2	1 - 5 years
19	21-30	M	S	Elem. Level	N/A	Good	Prof- RC2	1 - 5 years
20	31-40	M	M	HS Grad.	N/A	N/A	N/A	1 - 5 years
21	51-60	M	M	College Level	Farming	Good	Prof- RC2	10 - above
22	31-40	M	M	College Level	N/A	Good	Prof- RC2	1 - 5 years
23	41-50	M	M	HS Grad.	Carpentry	Expired	Prof- RC2	5 - 8 years
24	31-40	M	S	HS Level	N/A	Good	Prof- RC2	1 - 5 years
25	60 +	M	M	College Level	Farming	Good	Prof-RC3	10 - above
26	41-50	M	M	College Level	N/A	Expired	Prof- RC2	1 - 5 years

27	21-30	M	S	HS Grad.	N/A	Good	Prof- RC2	1 - 5 years
28	31-40	M	S	Elem. Grad.	N/A	Expired	Prof- RC1	1 - 5 years
29	51-60	M	M	HS Grad.	N/A	Good	Prof- RC2	1 - 5 years
30	31-40	M	M	HS Grad.	N/A	Good	Prof- RC2	1 - 5 years
31	21-30	M	S	College Level	N/A	Good	Prof- RC2	1 - below
32	31-40	M	S	HS Level	Farming	Good	Prof-RC3	1 - 5 years
33	41-50	M	M	HS Grad.	Farming	Expired	Prof- RC2	1 - 5 years
34	31-40	M	M	College Level	Farming	Good	Prof-RC3	1 - 5 years
35	21-30	M	S	HS Grad.	N/A	Good	Student	1 - below
36	31-40	M	S	HS Level	Farming	Good	Prof- RC2	1 - 5 years
37	41-50	M	M	HS Level	N/A	Expired	Prof- RC2	5 - 8 years
38	31-40	M	M	HS Grad.	N/A	Good	Prof- RC2	1 - 5 years
39	41-50	M	M	HS Grad.	N/A	Expired	Prof- RC2	1 - 5 years
40	51-60	M	M	HS Level	Farming	Good	Prof- RC1	10 - above
41	31-40	M	M	HS Level	N/A	Good	Prof- RC2	1 - 5 years
42	51-60	M	M	HS Grad.	N/A	N/A	N/A	10 - above
43	41-50	M	M	College Level	N/A	Good	NP-RC 2	10 - above
44	31-40	M	M	HS Grad.	N/A	Good	Prof-RC3	1 - 5 years
45	41-50	M	M	HS Level	N/A	Good	Prof- RC2	1 - 5 years
46	41-50	M	M	College Grad.	N/A	Good	Prof-RC3	1 - 5 years
47	60 +	M	M	HS Grad.	Farming	Good	Prof- RC2	1 - 5 years
48	31-40	M	M	HS Grad.	Farming	Expired	Prof- RC1	1 - below
49	31-40	M	M	HS Grad.	Farming	Good	Prof- RC2	1 - 5 years
50	41-50	M	M	HS Level	Labor	N/A	N/A	1 - 5 years

STATUS OF RELA VEHICLES			
N	REGISTRATION STATUS	YEAR MODEL	OWNERSHIP
1	Registered	2016-2021	Privately owned
2	Registered	2010-2015	Privately owned
3	Registered	2016-2021	Privately owned
4	Registered	2010-2015	Rented
5	Registered	2016-2021	Privately owned
6	Expired	2010-2015	Privately owned
7	Registered	2016-2021	Rented
8	Registered	1998 - 2008	Privately owned
9	Registered	2016-2021	Privately owned
10	Unregistered	2016-2021	Rented
11	Registered	2010-2015	Privately owned
12	Registered	2010-2015	Privately owned
13	Unregistered	2016-2021	Privately owned
14	Registered	2016-2021	Privately owned
15	Registered	2016-2021	Privately owned
16	Registered	2010-2015	Privately owned
17	Registered	2016-2021	Rented
18	Registered	2010-2015	Privately owned
19	Registered	2016-2021	Privately owned
20	Registered	2016-2021	Privately owned
21	Registered	2010-2015	Privately owned
22	Registered	2016-2021	Privately owned
23	Registered	1998 - 2008	Privately owned
24	Registered	2016-2021	Privately owned
25	Unregistered	2016-2021	Privately owned
26	Registered	2016-2021	Rented

27	Registered	2010-2015	Privately owned
28	Registered	2010-2015	Privately owned
29	Registered	2016-2021	Privately owned
30	Unregistered	2010-2015	Privately owned
31	Registered	2016-2021	Privately owned
32	Registered	2016-2021	Privately owned
33	Registered	2016-2021	Privately owned
34	Registered	2010-2015	Privately owned
35	Registered	2010-2015	Privately owned
36	Registered	2016-2021	Rented
37	Registered	2010-2015	Privately owned
38	Unregistered	2016-2021	Privately owned
39	Unregistered	2010-2015	Privately owned
40	Registered	2016-2021	Privately owned
41	Registered	2010-2015	Privately owned
42	Registered	2016-2021	Privately owned
43	Registered	2016-2021	Privately owned
44	Unregistered	1998 - 2008	Privately owned
45	Registered	2016-2021	Privately owned
46	Registered	2016-2021	Privately owned
47	Registered	2010-2015	Privately owned
48	Registered	2016-2021	Rented
49	Unregistered	2010-2015	Privately owned
50	Registered	2016-2021	Privately owned

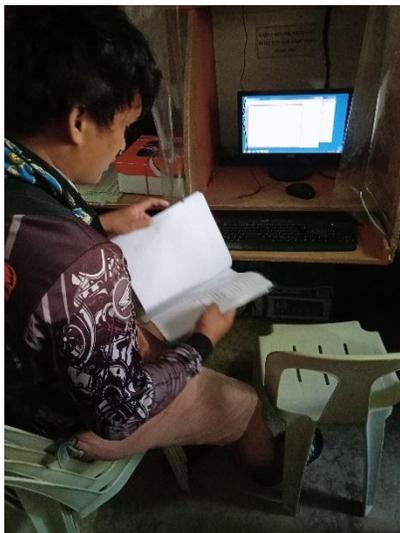
LEGEND:

N- Respondents

COMMON PROBLEMS ENCOUNTERED DURING OPERATION	FREQUENCY	TOTAL	PERCENTAGE
● Budget for fuel	23	50	46.00
● Brakes not working	15	50	30.00
● Unpredictable Weather	10	50	20.00
● Engine Failure	9	50	18.00
● Pulled over by the police	7	50	14.00
● Others	0	50	0.00

APPENDIX E

PHOTO DOCUMENTATION



RESEARCHERS BIODATA**PERSONAL DATA**

Name : LOUISE MARK T. PETALINO
Age : 23
Citizenship : Filipino
Civil Status : Single
Date of Birth : February 28, 1998
Religion : Roman Catholic
Residence : Cambacay, Batuan, Bohol
Parents : Mr. Reginaldo Jamil
: Mrs. Rosita Jamil

EDUCATIONAL BACKGROUND

Tertiary Bohol Island State University -
Bilar Campus
Zamora, Bilar, Bohol
2021 - 2022

Secondary Batuan National Highschool
Poblacion Vieja Batuan, Bohol
2015 - 2016

Elementary Rosariohan Elementary School
Rosariohan Batuan, Bohol
2010 - 2011

RESEARCHER' BIODATA**PERSONAL DATA**

Name : **JIM BOY CANONO**
Age : 21
Citizenship : Filipino
Civil Status : Single
Date of Birth : November 13, 1999
Religion : Roman Catholic
Residence : Poblacion Sur, Carmen, Bohol
Parents : Mr. Romeo Canono
: Mrs. Ana Canono

**EDUCATIONAL ATTAINMENT**

Tertiary Bohol Island State University -
Bilar Campus
Zamora, Bilar, Bohol
2021 - 2022

Secondary Saint Anthony's Academy
Carmen, Bohol
2017 - 2018

Elementary Carmen East Elementary School
Carmen, Bohol
2011 – 2012

RESEARCHER' BIODATA**PERSONAL DATA**

Name : **RODEL A. DAVERAO**
Age : 25
Citizenship : Filipino
Civil Status : Single
Date of Birth : November 20, 1995
Religion : Roman Catholic
Residence : Vallehermoso Carmen, Bohol
Parents : Mr. Romualdo S. Daverao
: Mrs. Lucila P. Daverao

**EDUCATIONAL ATTAINMENT**

Tertiary Bohol Island State University -
Bilar Campus
Zamora, Bilar, Bohol
2021 - 2022

Secondary Saint Anthony's Academy
Poblacion Norte Carmen, Bohol
2015 - 2016

Elementary Vallehermoso, Elementary School
Vallehermoso Carmen, Bohol
2010 – 2011

RESEARCHER' BIODATA**PERSONAL DATA**

Name : MARK LEO MADELO
Age :21
Citizenship : Filipino
Civil Status : Single
Date of Birth : March 9 2000
Religion : Roman Catholic
Residence : Guadalupe Carmen Bohol
Parents : Mr. Antonio Madelo
: Mrs. Margarita Madelo

**EDUCATIONAL ATTAINMENT**

Tertiary Bohol Island State University -
Bilar Campus
Zamora, Bilar, Bohol
2021 - 2022

Secondary St. Anthony Academy Carmen, Bohol
2015 - 2016

Elementary Guadalupe, Elementary School
Guadalupe Carmen, Bohol
2010 – 2011