

**STATUS OF HABAL-HABAL DRIVERS IN THE SELECTED
BARANGAY OF UBAY**

**College of Technology and Allied Sciences
BOHOL ISLAND STATE UNIVERSITY
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STATUS OF HABAL-HABAL DRIVERS IN THE SELECTED BARANGAY OF UDAY

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In Partial Fulfilment
Of the Requirements of the Degree
In Bachelor of Science in Industrial Technology
Major in Automotive Technology

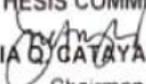
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APPROVAL SHEET

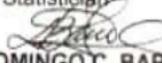
This research study entitled, "STATUS OF HABAL-HABAL DRIVER'S IN THE SELECTED BARANGAY OF UBAY" prepared and submitted by Eduard B. Salabit, Ryan G. Baslot, Argie G. Baring and Crisanto F. Olano Jr. in partial fulfillment for the requirements of the degree in Bachelor of Science and Industrial Technology major in Automotive Technology has been examined and recommended for acceptance and approval for oral defense.

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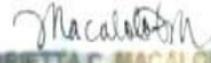

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ABSTRACT

This study focused on the status of the haba-habal drivers in the selected barangay of Ubay namely: San Francisco, San Pascual and Ilihan. The study used descriptive research design which accurately and systematically describe a population, situation and phenomenon. It can answer what, where, when and how questions but not why questions. It was designed to determine the real status of the habal-habal drivers through interviewing the respondents and collect the demographic data of the drivers in the town of Ubay, there were 3 barangays included. The collection of data will be through purposive sampling techniques. The researcher used a survey questionnaire to gather the data needed for the study. The questionnaire contains the profile of the participants as well as their vehicle's profile such as: type of habal-habal unit, status of purchase, unit model and the vehicles status of registration. The result of the study showed that most of the habal-habal drivers were using off road type which got the highest percentage of 85%. When it comes also to the status of purchase, mostly were brand new which got the highest percentage 65% while 35% were purchased as second hand. Furthermore, Sky Go and Rusi were mostly used as their unit model which got the highest percentage of 23.3%. Additionally, most of their motorcycles were registered which got the highest percentage of 60%. It was further recommended that all habal-habal drivers must have a driver's license and registration of vehicles for their safety. Academe also should inculcate teaching on the importance and purpose of driver's license and motorcycle's registration. Enforcers should do constant inspection to encourage the drivers and motorists to follow the law.

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Chapter 1

THE PROBLEM AND ITS SCOPE

Rationale

Transportation systems in today's world are complex, diverse, and dangerous. Drivers execute many tasks in order to safely and efficiently maneuver their vehicles in these systems. Evaluation of vehicle speed (ego motion) and intervehicle distance (egocentric distance) are crucial skills and constant demands while operating a motor vehicle. Common maneuvers such as braking, obstacle avoidance, and overtaking rely heavily on such skills. Driving skills and transportation safety concerns in general have been studied over the years by many research methodologies. In most developing countries, motorcycles are part of the essential mode of transportation. In the Philippines, local public transport in the form of tricycles as well as "habal-habal", or "motorcycle taxi" exists.

The skilled and complex task of driving a vehicle is undertaken by millions of drivers world-wide every day. In Municipality of Ubay in Bohol emerged as the most competitive component municipality in the entire Bohol. It has been known as the center seat of economy of surrounding barangay's such as, San Pascual, San Francisco and Ilihan. Most of the service area of "habal-habal" are located in remote barangays and the terminal are located near the public market along the national highway. Habal-habal becomes the main mode of transportation for these barangays since majority of these has no other means or choice for public transport.

Literature Background

On 19 June 2017, the Department of Transportation issued Department Order No. 2017-011, "Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance" or the Public Utility Vehicle Modernization Program (PUVMP), a program of the government envisions a restructured, modern, well-managed and environmentally sustainable transport sector where drivers and operators have stable, sufficient and dignified livelihoods while commuters get to their destinations quickly, safely and comfortably.

The Department of Transportation (DOT), Land Transportation Franchising and Regulatory Board (LTFRB and Land Transportation Office (LTO), as well as the other concerned agencies will conduct a Pilot Implementation in order to review and assess whether the new policies are responsive and efficient in achieving the program's intended outcomes. The success of the program will revolutionize road-based public land transportation and will usher in an improved riding experience for the benefit of our present and future generations of Filipino passengers.

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 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 4,45% (Global Road Safety Partnership.2009)

Motorcycles were one the most dangerous modes of transportation in the country. The use of safety helmets is the best way to prevent fatal accidents in using motorcycles on the road. (National Electronic Injury Surveillance System, 2010).

Motorcycles helmet use was an effective way to reduce death and disability after traffic collisions and enactment of the helmet law as a means to enforce helmet use. The most effective way to enforce people to wear helmets is the compliance of the helmet law, as requires that every driver and rider must wear a helmet wherever they ride. to increase helmet use and save money. (Byrnes and Gerberich, 2012)

Motorcycles were considered vulnerable road users because of the following reasons; motorcycles have only two points of contact with the road, require skillful control on the part of the driver to maintain balance, speed and traction to prevent collisions; motorcycles are small and narrow, other road users have more difficulty seeing motorcycles and estimating their distances and speed; motorcycles offer much less impact protection than being inside a passenger vehicle; and some motorcycles are built for speed and performance levels significantly higher than automobiles, (British Columbia, 2011)

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 is a highly improvised two-wheeled single motorcycle usually ridden is beyond passenger capacity. It is a common way of commuting

use as a public transportation especially in areas with narrow road and sleeper, rougher terrain. IT could possibly carry up to 6 passengers, at the least, it was faster than jeepney, 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. (Guillan and Ishida.2003)

According to Republic Act No. 10916 or known as “Road Speed Limiter Act of 2016”, “An Act Requiring the Mandatory Installation of Speed Limiter in Public Utility and Certain Types of Vehicles”. This policy facilitates the maintenance of the passenger and protection of the public in general on roads and highways. In addition, safeguard the drivers in any speed related road accidents which are not only causing fatalities but the results the damage to properties. This law is not limited to large motors vehicle or two wheeled vehicles yet all vehicle which are determined and included by the Department of Transportation and Communication (DOTC).

According to RA.10930, a closed van is a big motor vehicle with enclosed cargo space that is designed to transport items for commercial reasons or to transport personal effects. A covered vehicle is any closed van, hauler or cargo trailer, PUV, shuttle service, or tanker truck as defined in this section, as well as any other vehicles that the Department of Transformation and Communication (DOTC) may determine and include for the purposes of enforcing the provisions of this Act, taxicabs and public utility jeepneys are not covered vehicles (PUJs).

According to this act, it is an act rationalizing and strengthening the policy regarding 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. It shall be the policy of the State to establish a system that promotes the ease of the access to government services and efficient transportation regulation favorable to the people.

Traffic management functions directly or indirectly affect the lives of people. The management's failure to perform effectively may affect them in terms of security, financial status and personal endeavors. This study entitled "Traffic Management in San Pascual, Batangas" aimed to determine the effectiveness of traffic management functions of San Pascual, Batangas. It used descriptive data through pre-survey, interview and self-made questionnaire for Traffic Management Group Personnel, PNP member, commuters/pedestrians and motorists. The traffic management function of San Pascual, Batangas was rated less effective specifically traffic economy, ecology and traffic education. Respondents assessed the traffic management function of San Pascual, Batangas differently when grouped according to age, civil status and educational attainment. Researchers recommended that traffic education campaign, dialogue, advertisement about recent statistic on traffic and vehicular accidents maybe provided to update the citizens about present road conditions while LTO may be strict in giving rigid examination for applicants for driver's license. The proposed plan of action may be utilized after being approved by the person responsible.

This study is anchored to the theory on social contract theory which is another descriptive theory on society and the relationship between rules and laws, and why society needs them. Thomas Hobbes (1588-1689) proposed that a society without rules and laws to govern our actions would be a dreadful place to live. Hobbes described a society without rules as living in a “state of nature.” In such a state, people would act on their own accord, without any responsibility to their community. Life in a state of nature would be Darwinian, where the strongest survive and the weak perish. A society, in Hobbes’ state of nature, would be without the comforts and necessities that we take for granted in modern western society. Social contract theory is a cynical, but possibly realistic, view of humanity without rules and people to enforce the rules. (McCartney, S., & Parent, R., 2021)

Strawson's theory of moral responsibility is assumed to involve three theses. First, morally responsibility is interpersonal because the nature of being responsible is essentially linked to the practices and norms of holding responsible. Second, holding responsible is to be understood by reference to morally reactive attitudes, which are a collection of emotions that are elicited in response to the perceived quality of will in the behavior of a morally responsible agent. Third, holding responsible is more fundamental or basic than being responsible, and so the latter should be explained in terms of the former. In this chapter, the first two Strawsonian theses are advanced, while the third is rejected. The first two are developed in a manner consistent with there being facts about being responsible and about the propriety of holding responsible. These interpersonal features of the theory are explained by comparison with a ledger theory of responsibility whereby

being morally responsible is simply a matter of facts about an agent obtaining independently of considerations of holding morally responsible. The third is rejected in favor of explicating being and holding responsible as mutually dependent such that neither is metaphysically more basic than the other. (McKenna, M., 2012)

Furthermore, Republic Act.4136, an act to compile the laws relative to land transportation commission and for other purpose. The Land Transportation Office (LTO) head, his/her deputies find that the applicant possesses the necessary qualification and proficiency in the operation of motor vehicles, is able to read and write any of the official languages and a major dialect and able to know how to read and interpret various traffic

signs, signals and road markings, a professional or non-professional license maybe issued to some applicant upon payment of the fee prescribed in the accordance with the law. In the issuance of licenses, the Land Transportation Office (LTO) they shall now use such measure as will prevent alteration or falsification of a license or will enable the LTO to detect any unauthorized license. The Land Transportation Office (LTO) shall create an online process for the renewal of professional and nonprofessional licenses within one year from the effectivity of this Act.

Additionally, Republic Act No.10586 the Anti-Drunk Driving Law. Was signed by the former President Benigno Aquino III on 27th of May, in 2013.The law is also known as an Act Penalizing Persons Driving under the influence of Alcohol,

Dangerous Drugs, and Other Similar Substance. It is a law that condemns drunk driver and gives the law enforcers the power to the imprison drugged and/or drunk drivers. The said law also enables law enforcers to use a device called breath analyzers and to conduct a sobriety test on drivers who they believe is under alcohol intoxication or dangerous drugs. They have the power to flag the suspected driver down and subject him or her to a series of sobriety tests. If the suspected driver failed the test, he or she needs to undergo breathalyzer test. If the driver refused to undergo these two tests, they will be penalized. Their driver's license be confiscated and will automatically be revoked as stated in the Act. Every applicant for a motor vehicles driver's license shall complete a course of instruction that provides information on safe driving including, but not limited to, the effects of the consumption of alcoholic beverages on the ability of a person to operate a motor vehicle, the hazards of driving under the influence of alcohol, dangerous drugs and/or other similar substances, and the penalties attached for violation thereof. Republic Act No.10054, otherwise known as the motorcycle helmet Act of 2010, was enforced and complied in the metropolitan. The land transportation Office has been doing their part in enforcing the agency revised rules and regulations on motorcycles as well as its implementing rules and regulation. Identification of the socio-economic factors of the habal-habal drivers, to determines their compliance to the law, and the relationship of their profile and their compliance are the need the study. This is to justify that evidences presented were the compelling reasons which the study was conducted. It viewed the importance of connecting the variables into the existing phenomenon, established

the interconnectedness of the different concept to one another and identified the knowledge gaps that addressed in the perceived contribution of the study.

The Philippine National Police – Highway patrol Group (PNP-HPG) recorded 209 cases of motorcycles accidents, a significant increase compared to last year's record of 106 cases. There were recorded 2.228 accidents involving motorcycles. There is average of 7,000 motorcycle units per week. (Philippine Safety Driving Center, 2010)

More than half of the 7.4 Million registered vehicles in the country, around 3.7 Million are motorcycles, scooters, or tricycles. Most motorcycle were registered in the National Capital Region (NCR), Region II, Region III, Region IV-A and B, and Region VII. (National Statistics Coordinating Board, 2010)

Region VII had also the greatest number of motorcycles registered. The statistic number of motor vehicles registered has reached 652,927 with an annual increase rate of 4.35%. The motorcycles consist of 58% of all registered motor vehicle in the entire region. (Land Transportation Office – Region VII, 2013)

In Municipality of Ubay, motorcycles were used to transport good from the remote areas to the nearest market/populated place, usually used by people for travelling purpose from one destination to another, sports and recreation activities. The motorcycles in the metropolitan composed of 40%from the overall 58% registered motorcycles in Region VII. Many motorcycle drivers used their vehicle as a passenger-type vehicle event it is privately-owned registered motor vehicle. The commuters do not use motorcycle helmet while driving or riding. (LTO VII,2013)

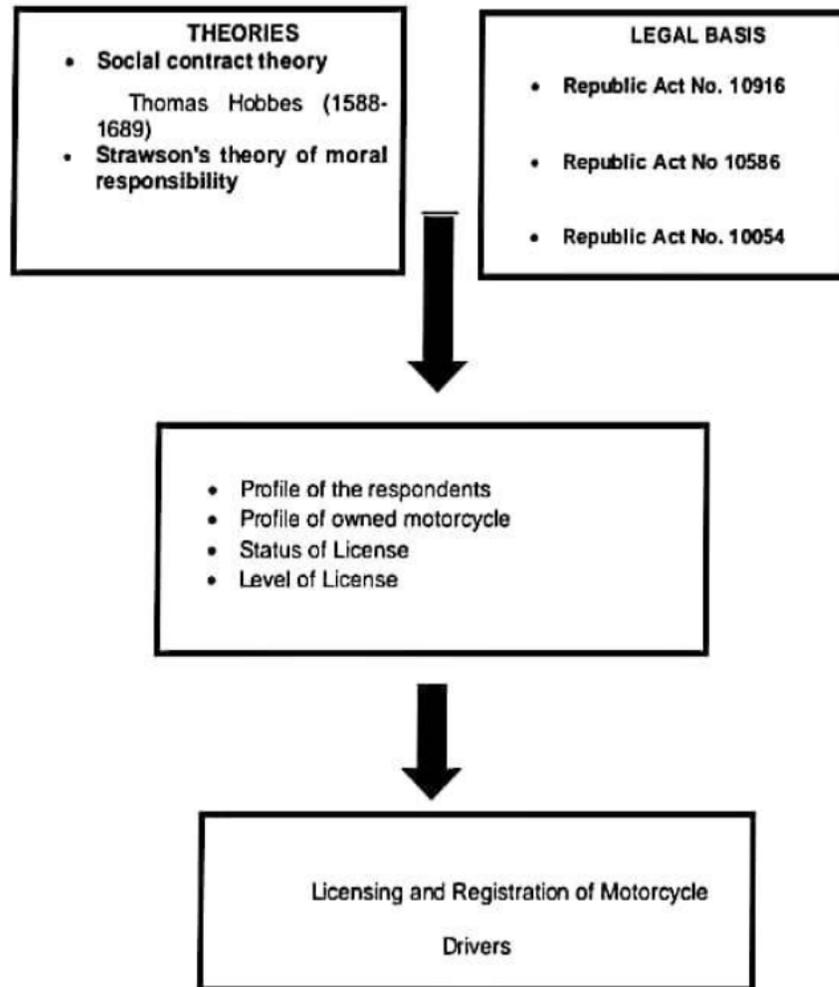


Figure 1.1 Theoretical and Conceptual Framework

THE PROBLEM

Statement of the Problem

The main purpose of the study is to determine the status of habal-habal drivers and its unit in the selected barangays of the Municipality of Ubay, Bohol with an end of action plan in the Academic Year 2021-2022.

Specifically, it sought to answer to the following research problems:

1. What is the profile of the habal-habal driver's in terms of;
 - 1.1 age;
 - 1.2 gender;
 - 1.3 civil status;
 - 1.4 educational attainment;
 - 1.5 number of years as habal-habal driver;
 - 1.6 other source of income aside from being a habal-habal driver
 - 1.7 status of license and;
 - 1.8 level code of license

2. What is the profile of vehicle utilized as habal-habal in terms of:

2.1 type of habal-habal unit;

2.2 status of purchase;

2.3 unit model;

2.4 vehicles status of registration?

3. What action plan can be offered based on the prevailing results of the conducted study?

Significance of the Study

This study becomes particularly significant in view of the thrust of Department of Land and Transportation Office to provide the quality basic services.

The result of the study would provide valuable information and insights that would benefit to the following:

Local Government Unit. The result of this study enlightens the Local governing body to provide necessary intervention for the habal-habal driver in Municipality of Ubay in providing assistance for economic sustainability and other concerns to promote safety and stability in the area.

Commuters. This provide insights for commuters to secure their safety availing this mode of transportation. Hence, this would avenue to boost the

relationship of commuters and drivers. That law enforcers should established some mechanisms to protect the lives of the habal-habal drivers.

Community. The community may prevent paying fines of having license revoke. The study would increase consciousness among the people living in the place to prioritize the necessary consideration in acquiring vehicle be it for rent or personal usage. More so, with the licensing to abide with the government regulation.

Researcher. Researchers are aware on the importance of having a driver's license especially to habal-habal divers. The data of the study would open awareness to the researchers for the need of licensing and substantial consideration in having a vehicle for personal or rental usage.

Academe. The information obtain are useful especially to Bohol Island State University (BISU) Bilar Campus. The data gathered are used for research and extension activities related to this study. The availability of this humble undertaking would widen the scope of the University for their extension programs promoting vehicular awareness and to help the government view the status of licensing and essential consideration regarding vehicles.

RESEARCH METHODOLOGY

Design

This research used descriptive research design. Descriptive research design aims to accurately and systematically describe a population, situation and phenomenon. It can answer what, where, when and how questions but not why questions. A descriptive research design can use a wide variety of research methods to investigate one or more variables. It is designed to determine the real status of the habal-habal drivers through the use of survey questionnaires aided with interview.

Environment and Participants

The locale of the study was at the three (3) selected barangays of the town of Ubay, Bohol. The aforementioned barangays were adjoining at each other where adjacent to the Municipality of Alicia.

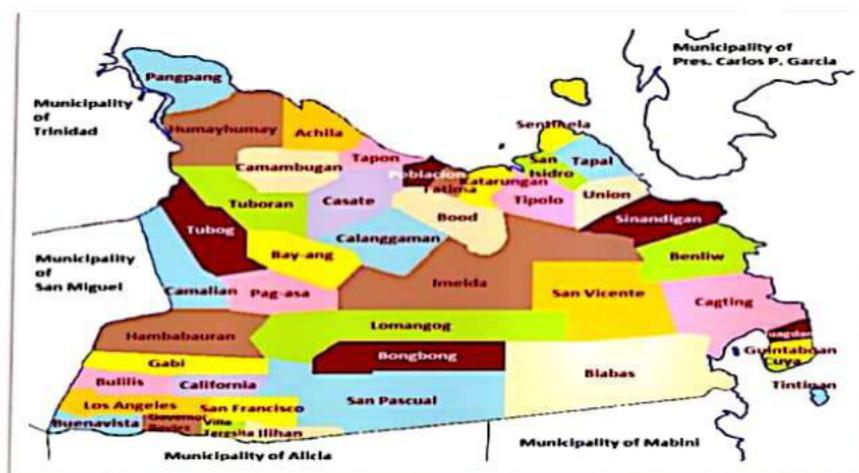


Figure 1.2 Map of Ubay

Participants were chosen through the help of the Barangay Counselor in each barangay particularly in San Pascual, San Francisco and Ilihan. Sixty (60) respondents were selected through purposive sampling. Twenty (20) habal-habal drivers from each barangay. As observed, the selected number of habal-habal drivers were residing in the area.

Instrument

The researcher used a survey questionnaire to gather the data needed for the study. The survey questionnaire served as a guide during interview which composed of 4 parts. Part I socio demographic profile of the respondents as to their age, gender, civil status, educational attainment, number of years as habalhabal driver, source of income, status of license and the code level of the driver's license. Part II, consist of the profile of the vehicle as to, type of motorcycle, unit model, status of purchase, number of years used as habal-habal and registration status.

Procedure

The researchers asked permission in the conduct of the study that was noted by the thesis adviser, recommended by the dean of the College of Technology and Allied Sciences (CTAS) and approved by the Campus Director. The letter was sent to the barangay captain of the selected barangay in the municipality of Ubay for the purpose of conducting the survey and further interview to the drivers in their barangay.

It included the data gathering and preparation of all materials needed for the collection of data. The second stage was the data collection proper, gathered from the interviews and the researcher's instrument. There were two approaches used in analyzing and interpreting the data.

Statistical Treatment

The statistical tool used was the frequency count and simple percentage, this was used to summarize the answers and responses of the respondents on Part I survey questionnaire. On the other hand, descriptive approach was used in analyzing and interpreting the data on survey questionnaire on Part II but still frequency count and simple percentage was employed. In this statistical tool, the researcher used quantitative method in the interpretation of the data.

$$P = \frac{f}{n} \times 100$$

Where:

P = percentage

f = frequency

n = number of respondents

100 = constant variable in computing percentage

OPERATIONAL DEFINITION OF TERM

The following definition of terms were provided for better comprehension of this study:

Code. The code of license designates which type of vehicle you can operate.

Habal-habal Driver. A motorcycle owner who is liable for public transport.

License. An official document or card, that gives you permission to the drivers to do or have something in order to be safe.

Motorcycle. A vehicle with two wheels that is powered by a motor and that can carry with one or two persons.

Moped. This vehicle has a big sound and which is not allowed on highways.

Off-road. This vehicle is capable of driving on and off paved or gravel surface.

Participants. A person who gives a response or answer to a question that is asked especially as a part of survey.

Registered. A vehicle that can operate freely.

Status. The position or rank of someone in the society.

Tour-type. This type of motorcycle is used for long distance off-road and on-riding.

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 self-made survey questionnaire in obtaining the status of habal-habal driver's in the selected barangay of Ubay. Furthermore, the study was conducted on May 2021 in barangay San Pascual, San Francisco and Ilihan. The sixty (60) participants was selected purposively with the help of the barangay officials in each barangay.

This chapter exhibits the participants demographic profile based on their age, gender, civil status, educational attainment, number of years as habal-habal driver, other source of income, status of license, code level of license, profile of the vehicle such as: type of habal-habal unit, unit model and the status of purchase, number of years used as habal-habal, registered or not and the status of the habalbahal drivers in the selected barangay of Ubay.

Table 1 showed the participants, profile on age, gender, civil status, educational attainment and the number of years they operated as habal-habal driver. Data revealed that ages 30-39 years old obtain 61.7% as the highest rating while 60-69 years old got the lowest rating with 1.7%. This implies that most of the respondents were aged 30-39 years old. Out of the total number of participants all were male which obtained 100%. Married respondents obtained the highest rating 58.3%. Hence, there were recorded 20 (33.3%) single among the respondents

while 6.7% was obtained widow/widower. This implies that most of the respondents were married. Based on the data most of the respondents are elementary level which got the highest percentage with 18 (30%) while college graduate got the lowest rating of 2 (3.3%). Furthermore, high school level got the percentage of 16 (26.7%), high school graduate got 15 (25%) and college level of 5 (8.3%) and elementary graduate got 4(6.7%). The data implies that habal-habal drivers were mostly elementary level. Data revealed that 3-4 years obtained (33.3%) got the highest percentage of being a habal-habal driver while 1-2 years and 5-6 years were obtained (21.7%) got the lowest percentage. This implies that most of the participants engage to 3-4 years of being a habal-habal driver. It also revealed that the participants profile on the status of their license. Data revealed that most of them has a professional license which got the highest percentage obtaining 40% while having no license got the lowest with 10%. It also showed that code level of driver's license revealed that no code level got the highest percentage obtaining 41.7% while code level got the lowest percentage obtaining 11.7%.

Table 1
Profile of Habal-habal Drivers in the Selected Barangay of Ubay
(n=60)

Age		
	Frequency	Percent (%)
20-29 years old	5	8.3
30-39 years old	37	61.7

40-49 years old	15	25
50-59 years old	2	3.3
60-69 years old and above	1	1.7
Total	60	100%
Gender		
Male	60	100
Female	0	0
Total	60	100%
Civil status		
Single	20	33.3
Married	35	58.3
Widow/Widower	4	6.7
Total	60	100%
Educational Attainment		
Elementary Level	18	30
Elementary Graduate	4	6.7
High School Level	16	26.7
High School Graduate	15	25
College Level	5	8.3
College Graduate	2	3.3
Total	60	100%
No. of Years as Habal-habal Driver		
1 to 2 years	13	21.7

3 to 4 years	20	33.3
4 to 5 years	14	23.3
5 to 6 years	13	21.7
Total	60	100%
Other Source of Income Aside from Being Habal-habal Driver		
Farming	43	71.7
Automotive Technician	8	13.3
Fishing	9	15
Total	60	100%
Status of License		
Student Permit	19	31.7
None-Professional	11	18.3
Professional	24	40
None	6	10
Total	60	100%

Table 2 showed the vehicles profile in terms of Type of Habal-habal Unit, Status of Purchase, Unit Model and the Status of Registration. Data revealed that most the habal-habal drivers were using off road type which got the highest percentage of 85%. When it comes also to the status of purchase, mostly were brand new which got the highest percentage 65% while 35% were purchased as second hand. Data showed that 23.3% were using Sky Go and Rusi which got the highest percentage while Bajaj Boxer got the lowest percentage with 1.7%. This

implies that most of the respondents were using Sky Go and Rusi as their unit model of their habal-habal. Data revealed that registered motorcycle got the highest percentage of 60% while not registered got 40%.

Table 2
Profile of the Vehicles in the Selected Barangay of Ubay
(n=60)

Type of Habal-habal Unit		
	Frequency	Percent (%)
Off-road	51	85
Tour	9	15
Total	60	100%
Status of Purchase		
Brand New	39	65
Second Hand	21	35
Total	60	100%
Unit Model		
Bajaj Boxer	1	1.7
Rusi	14	23.3
Honda Wave	7	11.7
Suzuki Smash	11	18.3
Honda XRM	13	21.7
Sky Go	14	23.3

Status of Registration		
Registered	24	40
Not registered	36	60
Total	60	100%

Chapter 3

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATION

This chapter presents the summary of the findings, conclusion that were based on the findings, and recommendations based on uncovered deficiencies. The last part is the proposed action plan relative to the study.

Summary

After the raw data had been analyzed and interpreted, the researcher came up with the following summarized findings as basis for drawing conclusion and formulating recommendations.

Respondents' Demographic Profile

Age. Ages 30-39 years old obtained 61.7% which got the highest while 60-69 years old and above got 1.7% as the lowest rating.

Gender. Out of the total number of respondents, all were male which is 100%.

Civil Status. Data revealed that married respondents obtained 58.3%, hence, there were recorded 33.33 single among the respondents while 6.7% was obtained widow/widower.

Educational Attainment. Based on the data most of the respondents are Elementary level which got the highest percentage with 18 (30%) while college graduate got 2 (3.3%).

Number of years as habal-habal driver. Data revealed that 3-4 years (33.3%) got the highest percentage of being a habal-habal driver while 1-2 years and 5-6 years both obtained (21.7%) got the lowest rating. This implies that most of the respondents engage to 2-3 years of being a habal-habal driver.

Other source of income. Data showed that farming has the highest among the other sources obtaining 71.7% followed by 13.3% as technician. This implies that respondent's other source of income was farming.

Status of License. Data revealed that most of the participants has a professional license which got the highest percentage obtaining 40% while having no license got the lowest with 10%.

Code Level of Driver's License. Data revealed that no code level got the highest percentage obtaining 41.7% while code level got the lowest rating obtaining 11.7%. This implies that most of the respondents are having no code level of driver's license.

Type of habal-habal unit. Data revealed that 85% were using off-road type while 15% were using tour type.

Model of habal-habal unit. Data revealed that 23.3% were using Sky Go and Rusi which got the highest percentage while Bajaj Boxer got the lowest percentage with 1.7%.

Status of purchase of their unit. Data revealed that 65% of the motorcycle units are band new which got the highest percentage while 35% were purchasing second hand which got the lowest. This implies that most of the respondents were purchasing brand new as their status of purchase or their habal-habal unit.

Status of Registration. Data revealed that registered motorcycle got the highest percentage of 60% while not registered got 40%.

Conclusion

Based on the findings, conclusions were drawn:

Aside from being a habal-habal driver they had their other source of income, majority of the driver's got their other source of income from farming.

Recommendation

Based on the findings of the study, the recommendation is drawn as follows:

1. All habal-habal drivers were encouraged to have a driver's license and registration of the vehicle for their safety.
2. Academe should inculcate teaching on the importance and purpose of driver's license and motorcycle's registration.
3. Enforcers should do constant inspection to encourage the drivers and motorists to follow the law.

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APPENDIX A



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



Dear Respondent,

We, the students of Bachelor of Science in Industrial Technology (BSIT) major in Automotive Technology would like to request for your participation in this survey.

Rest assured that the data gathered will be held in strict confidentiality, and will be used only for the purpose of survey report.

The Researchers

QUESTIONNAIRE ON THE PROFILE OF THE HABAL-HABAL DRIVERS
AND ITS UNIT IN SELECTED BARANGAY OF UBAY
I. PROFILE OF THE PARTICIPANTS:

Name (optional) _____

1.1 Age: _____

1.2 Gender: Male Female

1.3 Civil Status: Single Widow/Widower
 Married Others, please specify: _____

1.4 Educational Attainment:

Elementary Level Elementary Graduate
 High School Level High School Graduate
 College Level College Graduate
Others, please specify: _____

1.5 Number of years as habal-habal driver:

1 to 2 years 3 to 4 years
 2 to 3 years 4 to 5 years
Others, please specify: _____

1.6 Other source of income aside from habal-habal driver:

farming technician
 fishing teaching
Others, please specify: _____

1.7 Status of License:

Student Permit

Non-Profession

Professional

Others, please specify

1.8 What is the code level of your driver's license?

1

4

7

2

5

8

3

6

Others: Please specify _____

II. PROFILE OF THE VEHICLE: Please provide your answer sincerely.

1. What is the type of your habal-habal unit?

- Moped Sport Off-road
 Tour Others: Please Specify _____

2. What is the unit model of your habal-habal unit?

- Bajaj Boxer Yamaha Mio Honda RS
 Honda Wave Yamaha XTZ Suzuki Smash
 Honda XRM Suzuki Raider Sky Go
Others: Please specify _____

3. What is the status of purchase of your habal-habal unit?

- Brand New
 Second Hand

4. What is your vehicles status or registration?

- Registered
 Not registered

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. Marletta 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 "**STATUS OF HABAL-HABAL DRIVERS IN THE SELECTED BARANGAY OF UBAY**". 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,
Argle Baring
Student Researcher
Ryan Baslot
Student Researcher
Crisanto Olano
Student Researcher
Eduard Salabit
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

APPENDIX C

This contains sample pictures of all the participants interviewed during the conduct of the study.



RESEARCHERS BIODATA

PERSONAL DATA

Name: Argie G. Baring

Address: Capamanog CPG

Email Address: n/a

Date of Birth: October 19, 1999

Place of Birth: Candijay, Bohol

Civil Status: Single

Height: 5'5

Religion: Born Again

Father's Name: Mario Cadiang

Mother's Name: Leonidas Baring

Language or dialect Spoken: Cebuano, Tagalog, Visayan



Citizenship: Filipino

Weight: 56 kgs.

Cellphone Number: 09461879558

Occupation: Fisherman

Occupation: Housewife

EDUCATIONAL BACKGROUND

Elementary: Untuga Elementary School

Address: Alica Bohol

Junior High School: Campanog High School

Address: Pres. Carlos P. Garcia Bohol

Senior High School: Campamanog High School

Address: Pre. Carlos P. Garcia Bohol

College: Bohol Island State University

Address: Zamora, Bilar, Bohol

RESEARCHERS BIODATA

PERSONAL DATA

Name: Ryan G. Baslot

Address: Nueva Fuerza, Carmen, Bohol

Email Address: Ryan_baslot@yahoo.com

Date of Birth: September 2, 1998

Place of Birth: Nueva Fuerza, Carmen, Bohol

Civil Status: single

Citizenship: Filipino

Height: 53

Weight: 61

Religion: Roman Catholic

Cellphone Number:0912404520

Father's Name:

Occupation:

Mother's Name: Jocelyn B. Gumapac Occupation:Housewife

Language or dialect Spoken: English,Tagalog,Visayan



EDUCATIONAL BACKGROUND

Elementary: Nueva Fuerza Elementary School

Address: Nueva Fuerza, Carmen, Bohol

Junior High School: Policronio S. Dano Sr, High School

Address: Nueva Fuerza, Carmen, Bohol

Senior High School: Policronio S.Dano Sr, High School

Address: Nueva Fuerza, Carmen, Boho

College: Bohol Island State University

Address: Bilar,Bohol

RESEARCHERS BIODATA

PERSONAL DATA

Name: Crisanto F. Olano Jr.

Address: San Francisco, Ubay, Bohol

Email Address: n/a

Date of Birth: August 4, 1997

Place of Birth: San Francisco, Ubay, Bohol

Civil Status: Single

Citizenship: Filipino

Height: 5'4

Weight: 60

Religion: Grace Communion Inter.

Cellphone Number: 09636467355

Father's Name: Crisanto Olano Sr.

Occupation: Farming

Mother's Name: Conchita Flores

Occupation: Housewife

Language or dialect Spoken: English, Tagalog, Visayan



EDUCATIONAL BACKGROUND

Elementary: San Francisco Elementary School

Address: San Francisco, Ubay, Bohol

Junior High School: San Pascual National Agricultural High School

Address: San Pascua, Ubay, Bohol

Senior High School: San Pascual Agricultural High School

Address: San Pascual, Ubay, Bohol

College: Bohol Island State University

Address: Zamora, Bilar, Bohol

RESEARCHERS BIODATA

PERSONAL DATA

Name: Eduard B. Salabit

Address: Can-inas Montesuerte, Carmen, Bohol

Email Address: badian.eduard@gmail.com

Date of Birth: March 25, 1999

Place of Birth: Montesuerte, Carmen, Bohol

Civil Status: Single

Citizenship: Filipino

Height: 5'6

Weight: 55

Religion: Roman Catholic

Cellphone Number: 09512349448

Father's Name: Eduardo Salabit

Occupation: Farming

Mother's Name: Amparo Salabit

Occupation: OFW

Language or dialect Spoken: English, Tagalog, Visayan



EDUCATIONAL BACKGROUND

Elementary: Montesuerte Elementary School

Address: Montesuerte, Carmen, Bohol

Junior High School: Pedro S. Budiongan High School

Address: Montesuerte, Carmen, Bohol

Senior High School: Katipunan National High School

Address: Katipunan, Carmen, Bohol

College: Bohol Island State University

Address: Zamora, Bilar, Bohol