VEHICULAR ACCIDENT OF THE SELECTED TOWNS IN THE THIRD DISTRICT OF BOHOL 2019-2020

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

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February 2022

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A Thesis
Presented to the Faculty of the
Department of Hospitality Management
And Industrial Technology

In Partial Fulfillment of the Requirements for the Degree
Bachelor of Science in Industrial Technology
Major in Automotive Technology

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June 2021

APPROVAL SHEET

This study entitled "Vehicular Accident of the Selected Towns in the Third District of Bohol 2019-2020" prepared and submitted by Joel Bersamina, Reylito Besande, Ariel Mantica and Alvin Pelpinosas, in partial fulfillment of the requirements for the degree Bachelor of Science in Industrial Technology Major in Automotive Technology is hereby recommended for admission to the oral defense.

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ABSTRACT

Road traffic accident is one of the most common reasons of deaths and injuries in the world. An increasing number of yearly road accidents in the 3rd district of Bohol are caused by these factors: people and/or animals crossing, buildings around, infrastructures within the road and on the sidewalk, and traffic light /signage where every vehicular accident occur. The study was conducted to identify the causes of road traffic accident specifically focusing of the selected town in the 3rd district of Bohol where accidents resulted to physical injury, homicide, and damage to property. To provide the evidence on this study, the researcher use descriptive research design to gather data from the selected of the police stations of the 3rd district of Bohol and identify the cause of road accidents. The study revealed that there were about 447 total accidents in selected town of 3rd district of Bohol. The result shows that these accidents were composed of the following: (225) two-hundred fifty-five physical injuries, (32) thirty-two homicide and (160) one hundred sixty damage to property, respectively. Factors like collision types of vehicles caused the accident. Based on the findings, all road users especially motorcycle users had a higher record of accident than four wheels. This also means that we should be careful anytime when driving or riding those vehicles to avoid road accidents. Always consider factors that can affect health and safety all the way and to minimize accident on the road. This study also suggested safety measures.

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THE PROBLEM AND ITS SCOPE

Rationale

Road traffic injuries caused considerable economic losses to individuals, immediate families, community and even to the country. These losses arise from the cost of treatment as well as loss of productivity for those killed or disabled by their injuries, and for family members who need to take time off work or school to care for the injured. Road traffic crashes cost most countries 3% of their gross domestic product.

Not only because there is a high number of different vehicles running, but also because there are people and/or animals crossing, buildings around, infrastructures within the road and on the sidewalk, and more road accidents in Philippines.

The Department of Health tags road accidents as one of the leading causes of death among children, overpowering other deadly diseases, including dengue. In fact, in Metro Manila alone, about two children die daily due to road accidents.

In relation to that, according to the road accidents in the Philippines 2018 report from the Metro Manila Accident Reporting and Analysis System, there are 394 fatalities (both adults and children) due to road-related accidents in the Metro and there many more accidents if there will no action to make like teaching people how many accidents per year.

The occurrence of accident is somewhat lowered as compared to the previous year, and ascending the World Health Organization (WHO), there are approximately 1.35m lines taken due to road accidents in 2018. Statistically 12,000 Filipinos die on the road every year.

The cars accidents have been doubled from 63,072 in 2007 to 116,906 in 2018 and its number of car accident has been rising trend. There are people that are willing to find ways to lower the case of accidents because Philippines has the higher number of accidents.

The passing of the Child Safety in Motor Vehicles Act and Anti-Distracted Driving Act, as well as the strict implementation of wearing helmets, jaywalking, and other traffic rules. Another is the celebration of the National Kids Safety Week and Road Safety Month which both promotes driver's awareness of the road safety in the Philippines.

Among the highest contributor to that number are happening in developing countries. With this, the researchers took a closer look at road accidents in the Philippines specifically to our locality in the 3rd District of Bohol.

Further, the study determined the common causes of road accidents by knowing all those people in the community may become responsible drivers, crossers, and by-standers, or better citizens in general.

Literature Background

The following law or house bills support to the conduct of the research or study to have more effective and reliable information.

The House Bill No. 1987, known as the Philippine Responsible Driving and Accountability Act, aimed to protect drivers who are in the right in the event of accidents involving pedestrians, bicyclists, and other motorists. It further makes the laws fair to the drivers who were not at fault. The Philippine Responsible Driving and Accountability Act presumed that it is initially culpable or at fault for an incident if any of the following applies to the situation. It further protects drivers who are correct or have rights to file a complaint to the person who have been responsible for the accident. This instances in which the vehicle driver will not be automatically presumed to fault under HB 1987. The victim was not crossing the street at a pedestrian lane or road intersection. The victim crossed a street or highway instead of using footbridge. The victim operating a motorcycle, tricycle, or bicycle travelling on a national highway under the minimum speed limit or not on the rightmost lane. The victim is a driver who did not have right of way, the driver did not flee the scene of the incident. The driver was suffering a medical emergency, like heart attack or stroke, at the time of the accident. The driver of the other vehicle has non-functional headlights, tail lights, or other warning devices.

Republic Act No. 10930 An Act rationalizing and strengthening the policy regarding driver's license by extending the validity period of driver's licenses, and penalizing Acts in violation of its issuance and application. This Republic Act gives

the drivers have extension of their license validity for their safety or in case they are involve in accident or collision.

Furthermore, the policy of the State establishes a system that promotes the ease of access to government services and efficient transportation regulation favorable to the people.

However, No. 4136, otherwise known as the "Land Transportation and Traffic Code", amended the Issuances of Driver's License, Fees and Validity. All drivers' license issued shall be signed in the presence of LTO Head and shall bear among others, the full name, date of birth, height, weight, sex, color of eyes, blood type, complete current address, biometrics, license number, and its date of issue and expiration. Moreover, the LTO shall now use such process or adopt such measure as will prevent any alteration or falsification of a license or will enable the LTO to detect any unauthorized license.

Republic Act No. 4136 and other traffic laws, rules and regulations during the five (5)-year period shall be entitled to a renewal of such license for ten (10) years, subject to the restrictions as may be imposed by the LTO. "The local government units (LGUs), the Metropolitan Manila Development Authority (MMDA) or other agencies lawfully issuing traffic violation to the LTO, which shall serve as the repository of all traffic violation records.

The penalties provided under the Revised Penal Code and other applicable laws correspond to the acts shall be imposed by the appropriate agency or officer. A fine in the amount of Twenty thousand pesos (P20, 000.00) shall be imposed upon an applicant for a driver's license found to have committed any of the

following acts: "(1) Willful misrepresentation with respect to material information in one's application; "(2) Connivance with the officer in the irregular conduct of examinations or issuance of license; "(3) Falsification of documents; or "(4) Cheating during examinations. “Any or all of the acts abovementioned shall be punished whether or not a license was granted but reason of such misrepresentation, connivance, and falsification or cheating. “In addition to the abovementioned fine, the driver's license of an erring applicant, if one is granted by reason of such misrepresentation, connivance, falsification, or cheating, shall be revoked, and the applicant shall be prohibited from applying for a period of two (2) years. The repetition of such offense shall warrant the perpetual disqualification from being granted a driver’s license in addition to the fine above stated; and "(c) A holder of a driver's license who acts in violation of the provisions of Republic Act No. 4136 and other existing traffic laws shall suffer corresponding penalties as may be provided by law and other issuances. “In case of death or physical injuries resulting in the loss of any part of the victim's body or the use thereof, insanity, imbecility, impotence or blindness, or incapacity to work for more than ninety (90) days, the license of the offending driver shall be revoked for a period of four (4) years, after a finding by the court that such driver was negligent or at fault. "The Department of Transportation (DOTr) and the LTO shall, in coordination with the Land Transportation Franchising and Regulatory Board (LTFRB) and other concerned agencies and private stakeholders, aggressively and regularly conduct a nationwide information, education and communication (IEC) campaign on road

safety, including the list of measures implemented pursuant to and violations punishable under this Act."

Another Republic Act No. 8750 An Act Requiring the Mandatory Compliance by Motorists of Private and Public Vehicles to Use Seat Belt Devices and Requiring Vehicle Manufacturers to Install Seat Belt Devices in All Their Manufactured Vehicles. This Act state that all manufacturer is obligate to put seat built in their manufactured vehicle so that who buys their vehicles it has safety. This Republic Act talks about safety of the drivers when driving 4 wheels up to have a seat belt. The manufacturer should put seat belt or safety precautionary measure so that in case of driver is one of the people on the accident he/she will not get big damage on his/her body.

It was declared by the policy of the State to secure and safeguard its citizenry, particularly the passengers and drivers of private and public motor vehicles, from the ruinous and extremely injurious effects of vehicular accidents. Towards this end, the State shall pursue a more proactive and preventive approach to always secure the safety of the passengers and drivers with the mandatory enforcement of the use of seat belt devices by the drivers and front seat passengers of private and public motor vehicles.

It is mandatory for their own safety, the driver and front seat passengers of a public or private motor vehicle are required to wear or use their seat belt devices while inside a vehicle of running engine on any road or thoroughfare: Provided, That for private vehicles, except for jeeps, jeepneys, vans, buses and such other private vehicles as may be determined in the Implementing Rules and Regulations

(IRR), front and back seat passengers are likewise required to use their seat belt devices at all times.

In the case of public motor vehicles, the driver shall be required to immediately inform and require the front seat passengers upon boarding a vehicle of running engine to wear the prescribed seat belts. Any passenger who refuses to wear seat belts shall not be allowed to continue his/her trip.

For special public service vehicles such as school services and other similar vehicles as may be determined by the IRR, seat belt devices should be provided and used by both drivers and front seat passengers as defined herein and the first-row passengers immediately behind the driver at all times while inside a vehicle of running engine.

Operational motor vehicles, both public and private, which are not equipped with the required seat belt devices, are given one (1) year from the issuance of the IRR by the Land Transportation Office (LTO) to retrofit appropriate seat belt devices in their vehicles.

Moreover, the Infants and/or children with ages six (6) years and below shall be prohibited to sit in the front seat of any running motor vehicle.

The interest of public safety shall apply to drivers and front seat passengers of public and private motor vehicles and other vehicles as may be determined by the IRR thereon. This Act further requires car manufacturers, assemblers, and distributors to ensure that seat belt devices are properly installed before the distribution and sale of the said vehicles as determined by the IRR thereon: Provided, that manufacturers, assemblers and distributors of jeepneys may install

a pelvic restraint or lap belt only in the driver's and front seat passengers' seats and this shall be considered as substantial compliance with the requirements of this Act. It shall be unlawful for any person to import or cause the importation of any vehicle without appropriate and operational seat belt devices as required herein and in accordance with the IRR thereon.

The following shall be the basis in defining fine and penalty provisions of the IRR to be promulgated pursuant to Section 11 hereof, provided that six (6) months grace period shall be allowed to lapse to conduct a nationwide information campaign: (1) On the driver (a) For failure to wear the prescribed seat belt devices and/or failure to require his passengers to wear the prescribed seat belt device, a minimum fine of One hundred pesos (P100) but not to exceed One thousand pesos (P1,000) for the first violation; a minimum fine of Two hundred pesos (P200) but not to exceed Two thousand pesos (P2,000) for the second violation; and a minimum fine of Five hundred pesos (P500) but not to exceed Five thousand pesos (P5,000) and suspension of driver's license for a period of one (1) week for the third and succeeding violations; (b) Public utility vehicles shall post appropriate signage instructing front seat passengers to wear seat belts when inside the vehicle. Non-compliance hereof will hold both the driver and the operator liable and shall be fined a minimum of Three hundred pesos (P300) but not to exceed Three thousand pesos (P3,000) for every violation; and (2) On any manufacturer, assembler, importer and distributor for every unit found without seat belt devices installed prior to its distribution to the public, a minimum fine of Five thousand pesos (P5,000) but not to exceed Ten thousand pesos (P10,000) and suspension

of the license to manufacture, assemble, import or distribute for a period of one (1) year for the first violation; a minimum fine of Ten thousand pesos (P10,000) but not to exceed Twenty thousand pesos (P20,000) and suspension of the license to manufacture, assemble, import or distribute for a period of two (2) years for the second violation; and a fine of Twenty thousand pesos (P20,000) but not to exceed Fifty thousand pesos (P50,000) and suspension of the license to manufacture, assemble, import or distribute for a period of five (5) years for the third violation.

Republic Act No. 10054 mandated motorcycle riders to wear standard protective motorcycle helmets while driving and providing penalties. This presented the background on the information of the available literature related to the development of accident rates, accident models and accident statistic databases. This act state that all riders must wear standard protective motorcycle helmet to avoid penalties or avoiding serious injuries and lessen the fatal rates if there is an accident. Deals with the major national accident databases and the second with other existing accident databases. Therefore, some recent papers on the development of accident rates are presented in this chapter. Accident models are also important in estimating the impact on safety even though this is a relatively new topic. Some of the accident models developed by various research groups are presented below to demonstrate the fact that most of them refer to a limited number of variables. This review and analysis were one of the first such studies that gave insight into exactly what is the major driver of injuries. Armed with this knowledge the safety profession can better focus resources.

The Motorcycle Helmet Act of 2009 declared by the State to secure and safeguard its citizenry, particularly the operators or drivers of motorcycles and their passengers, from the ruinous and extremely injurious effects of fatal or life-threatening accidents and crashes. Towards this end, it shall pursue a more proactive and preventive approach to secure the safety of motorists, their passengers, and pedestrians always through the mandatory enforcement of the use of standard protective motorcycle helmet.

All motorcycle riders, including drivers and back riders, shall always wear standard protective motorcycle helmets while driving, whether long or short drives, in any type of road and highway. Standard protective motorcycle helmets are appropriate types of helmets for motorcycle riders that comply with the specifications issued by the Department of Trade and Industry (DTI). The DTI shall issue guidelines, which should include the specifications regarding standard protective motorcycle helmets.

The following are penalties; (a) Any person caught not wearing the standard protective motorcycle helmet in violation of this Act shall be punished with a fine of One thousand five hundred pesos (Php1,500.00) for the first offense; Three thousand pesos (Php3,000.00) for the second offense; Five thousand pesos (Php5,000.00) for the third offense; and Ten thousand pesos (Php10,000.00) plus confiscation of the driver's license for the fourth and succeeding offenses.(b) Any seller and/or dealer who violates Section 5 of this Act shall be punished with a fine of not less than Ten thousand pesos (Php10,000.00) but not more than Twenty thousand pesos (Php20,000.00). (c) Any person who uses, sells and distributes

substandard motorcycle helmets or those which do not bear the PS mark, or the ICC certificate shall be punished with a fine of not less than Three thousand pesos (Php3, 000.00) for the first offense; and Five thousand pesos (Php5, 000.00) for the second offense, without prejudice to other penalties imposed in Republic Act No. 7394 or the "Consumer Act of the Philippines". (d) Tampering, alteration, forgery and imitation of the PS mark and the ICC certificates in the helmets shall be punished with a fine of not less than Ten thousand pesos (Php10,000.00) but not more than Twenty thousand pesos (Php20,000.00), without prejudice to other penalties imposed in Republic Act No. 7394 or the "Consumer Act of the Philippines".

The LTO, in coordination with the Philippine Information Agency (PIA), the Department of Education (DepED) and private agencies and organizations, shall undertake a nationwide information, education and communication (IEC) campaign for a period of six (6) months for the attainment of the objective s of this Act.

The succeeding statements supported the study.

Henrich further contributed to the basic understanding of accident causation by developing the widely known Domino Theory. The domino Theory holds that accidents are not random acts of fate that just happen out of the blue. This theory uses the analogy of 5 Dominos standing up of the thin base side and when one falls it will push the other down all tumbling toward injury.

The theory is designed to help practitioner identify intervention points, points that, if acted on, will yield a different outcome, a more favorable outcome such as no accident or an event that does not lead to injury or property damage. If you eliminate just one, any one of the first four Domino's that have aligned then the Domino's will not complete the sequenced fall and no injury will result.

Another theory that has gained respect is the energy release Theory which compares the rate of release of energy and relates to the kind of and severity of injuries. This theory focuses on the prevention of allowing energy to store up in an uncontrolled way. The first step is to prevent the marshalling of energy by reducing the amount needed and/or providing vent release mechanisms. The next step would be to install control methods that modify the release rate which can be accomplished with the use of space (distance) and time. For example, a fixed barrier guard separates space by not allowing workers or machinery to reach a point of operation. This is a separation by space. Other con techniques include strengthen the object that may release the energy to prevent such release.

This theory purports that multiple factors combine in random fashion (any given order) and come together at the intersection point to produce an accident. One example of a multiple causation theory is the 4 M's which stand for: Man, Media (environment), Machine, and Management.

The analysis of these contributors is used to help identify which combinations are most likely to provide the catalyst to bring conditions together for injuries to manifest. It is important to note that this theory is one of the first that

recognizes the critical role (as we now know it) that management plays in providing the essential leadership and support to execute the safety mission.

Another Multiple Causation Theory with emphasis on prevention of the negative event is the 3 E's: Engineering, Education, and Enforcement.

Safety Engineering is the application of engineering principles to hazard recognition and control. An important part of safety engineering is the study of forces that are exerted on machines, men and control apparatus and the action of such exerted forces. The effects of force are related to material strength and its ability (or lack of ability to deform when force pressure is applied).

The Human factors theory of accident causation holds that a chain of events that is or was caused by consistent human error led to an accident. Factors that lead to human error are such as: overload (action that exceeds the ability of component to handle the amount); inappropriate response; and inappropriate activities overload.

The actual cause may combine parts of several parts of several different models. It is important to avoid the tendency to try to apply one model to all accidents because "One Model Does Not Fit All". Accident proneness, near miss, accident phenomenon, Risk responsibilities Theories guide and shape our investigative mental thoughts and out physical activities to seek out more information so that we may better understand the root causes of what are the germinating factors that conspire to grow into an accident. Accident Theory: Why Bother Professional: a calling requiring specialized knowledge and often long and intensive preparation, including instruction in skills and methods as well as in the

scientific, historical or scholarly principles underlying such skills and methods, maintaining by force of organization or concerted opinion high standards of achievement and conduct, and committing its members to continued study and to a kind of work which has as its prime purpose the rendering of a public service.

Widespread differences in individual perceptions of the accident phenomenon would become evident. If one were to ask when an accident begins and ends, and what the criteria are for establishing the beginning and the end of an accident, the range of view would increase. If you need further evidence of the lack of underlying principles in the field of accident investigation, try to apply scientific rigor to the investigator's jargon----words like human or pilot error, accident proneness, near miss, hazard, etc. Each example is a symptom of the lack of a sound theoretical basis of accident investigation. The most persuasive argument for developing an accident theory for SASI members is that assumptions, principles, and rules of procedure are nowhere systematically organized, and that generally accepted rules of procedure for analyzing, predicting, or explaining the accident phenomenon are not available to the accident investigator. The ICAO manual contains procedures for organizing the investigation, its coordination, and the reporting of investigative findings. But the contents do not address the underlying scientific principles, nor reflect scientific method. Knowledge of these principles is assumed to be the province of the investigators. Each investigator has specialized knowledge and technique which he brings to an investigation. In a large accident, where investigative groups are formed, the coordination of these individual skills compensates to some extent for

the absence of professional principles and theories, because interactions among the group members generate hypotheses that are subject to vigorous debate. However, the principles governing the scope and development of the hypothesis are not well organized or documented.

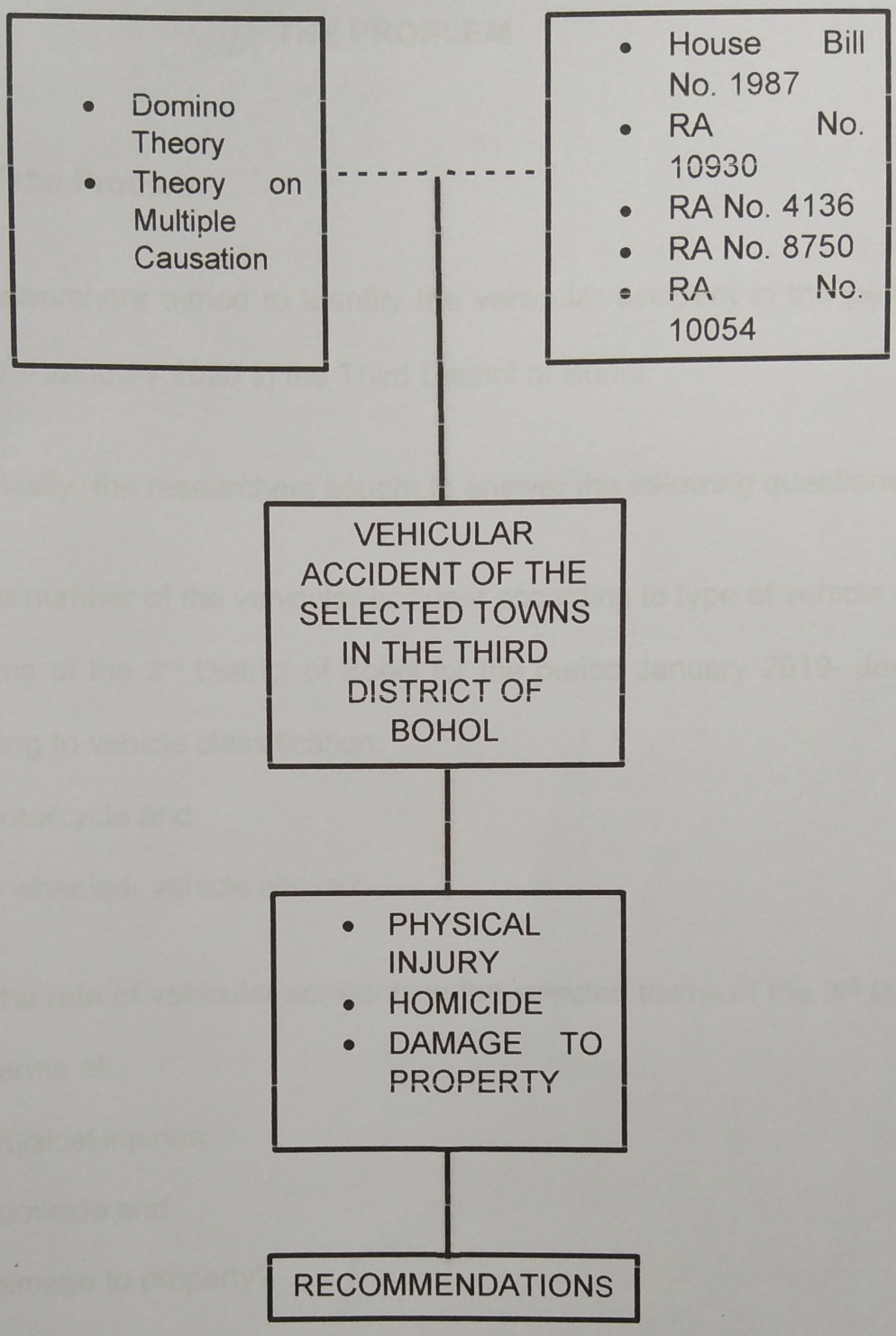


Figure 1. Theoretical- Conceptual Framework

THE PROBLEM

Statement of the Problem

The researchers aimed to identify the vehicular accident in the period of January 2019 – January 2020 in the Third District of Bohol.

Specifically, the researchers sought to answer the following questions:

1. What is the number of the vehicular accident according to type of vehicle in the selected towns of the 3rd District of Bohol for the period January 2019- January 2020 according to vehicle classification:

    1.1 motorcycle and

    1. 2 4 wheeled- vehicle above?

2. What is the rate of vehicular accidents in the selected towns of the 3rd District of Bohol in terms of:

    2.1 physical injuries;

    2.2 homicide and

    2.3 damage to property?

Significance of the Study

The results of this study would be useful to the following groups of people:

Drivers. The data would be useful to double the safety when driving a vehicle and know the law or safety precaution to control accident.

Community. The data would be useful to prevent/reduce damage to properties and lessen the damages of infrastructure because of vehicular accident or even died.

Passengers. The data would be useful to prevent/reduce injuries and trauma to the people who used to commute.

Bus operators. The data would be useful to choose drivers who know the law and regulations when driving a vehicle and choose abused drivers.

Academe. Information obtain from this study would be useful especially for Bohol Island State University (BISU) Bilar Campus. The college would also benefit from the data in this research in new from all researchers in the campus and specifically to students of BISU whom they had noticed or known to have been involved in accidents.

Future researchers. The data in this research would be helpful to future researchers to base their research on our data.

RESEARCH METHODOLOGY

Design

The researchers utilized the descriptive research design. Descriptive design method of research is a fact-finding study that tries to illustrate and its significance in influencing any possible decision making. The researchers identified selected towns in 3rd District of Bohol for their research locality.

Environment and Participants

The study was conducted in the municipalities of Alicia, Batuan, Bilar, Pilar, Sierra Bullones, and Carmen because these towns are within interior highway of the 3rd District of Bohol. More likely vehicular accidents were common in the previous years.

The study utilized the records in the police station such the filed blotter of the particular accident. Unluckily, the data obtained from the designated police station was limited due to the some restrictions.

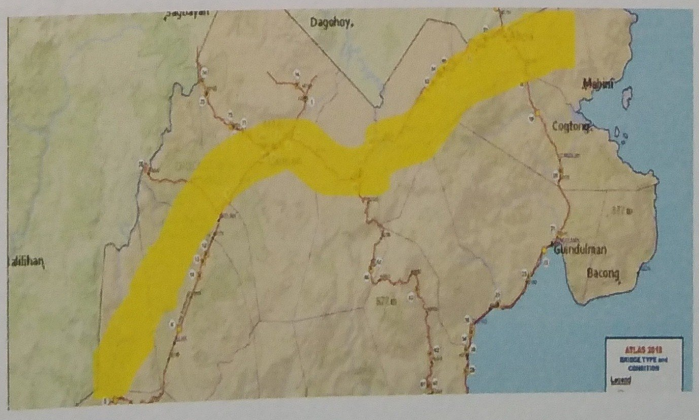


Figure 2. Map of Bohol 3rd District

Data Gathering and Procedures

The researchers asked the permission to conduct the study with the notification of the Thesis Adviser, recommendation of the Dean of the College of Technology and Allied Sciences and approval of the Campus Director.

Then, a letter of request was sent to the local police station to conduct the study. The researchers collected the needed data through police reports taken from the Crime Registrar of the towns and the latter, provided the limited information due to confidentiality of documents.

Statistical Treatment

To determine the rate of vehicular accident frequency count and simple percentage is used.

$$P(\%) = \frac{f}{n} x\ 100$$

Where:

P (%) = percentage

f = number of responses

n= number of respondents

DEFINITION OF TERMS

The succeeding are terms used in the operation of the study.

Accident. A feature of the human experience and result in injury or permanent disability to large numbers of people worldwide every year. It may involve damage to or loss of property.

Blind Curve. A dangerous curve on a roadway, around which drivers cannot see approaching traffic.

Blotter Report. A written record of arrests and other occurrences maintained by the police.

Damage to Property. A physical injury to or destruction of tangible property, including the loss of its use.

Homicide. A killing of one human being by the act, procurement, or omission of another. It merely the act and does not pronounce judgment as to its moral or legal quality.

Narrow Bridge. A warning sign, that looks very similar to the narrow road sign, but indicates that the bridge ahead is more narrow than the road the driver is currently on.

Physical Injury. It is known as physical trauma that can happen due to an external force. It generally happens when a person could not calculate the physical factors that can cause trauma.

Police Report. A documentation made by a police officer which includes the important details and events about an incident.

Reckless Imprudence. It consists in voluntarily, but without malice, doing or failing to do an act from which material damage results by reason of inexcusable lack of precaution on the part of the person performing or failing to perform.

Chapter 2

PRESENTATION, ANALYSIS, AND INTERPRETATION OF DATA

This chapter displays the presentation, analysis and interpretation of data gathered and collected from the police station. Details were presented by each category in table form followed by a thorough explanation.

This chapter exhibits the vehicle that use during the collision or accident in selected town of 3rd district. The following cases are Reckless Imprudence Resulting to Physical Injury- Is punishable censure only, Article 9 paragraph 3, of the revised Penal Code defines light felonies as infarctions of law carrying the penalty of arrest minor or a fine not exceeding P200.00. Reckless Imprudence Resulting to Homicide-Article 249 of our Penal Code is defined as "any person who, shall kill another, without the attendance of any of the circumstances enumerated in the preceding article, shall be deemed guilty of homicide and be punished by reclusion temporal. Reckless Imprudence Resulting to Damage to Property-The official reckless imprudence penalty will be applied and required that an act of violating road traffic order and safety under the law must cause serious harm to the property of others.

Table 1. This table show that the town of Alicia has the most physical injury because the lighting of the road is not consistent or the road/highway lights are not operating very well, and the road feature of Alicia has many curves. There are warning signs on the road like blind curve, narrow bridged, accident prone area

but the people did not think if they will not be aware of the consequences if they will not follow the road warning signs.

Table 1

Reckless Imprudence Resulting to Physical Injury

n= 255

TOWN	FREQUENCY (F)	PERCENTAGE (%)	RANK
Alicia	77	30.19	1
Bilar	56	21.96	2
Pilar	44	17.25	3
Sierra Bullones	32	12.54	4
Carmen	23	9.01	5
Batuan	23	9.01	5

Table 2. This table shows that the town of Carmen has the most homicide due lighting of road is not all are working and the road type of Carmen is highway and it has many intersection and blind curve, slope, and it has road warning signs like no overtaking, narrow bridged, crossing, accident prone area, and it has a presence of animals like dogs and calf. The data presented in table 2 found in the next page.

Table 3. The table shows that the town of Bilar has the most damage to properties because not all road lights in Bilar are working and all point of highway

have a streetlight, and the road feature of Bilar is highway and many presences of trees. The data presented in table 3 found in the next page.

Table 2

Reckless Imprudence Resulting to Homicide

n=32

TOWN	FREQUENCY (F)	PERCENTAGE (%)	RANK
Carmen	15	46.87	1
Alicia	8	25	2
Batuan	5	15.62	3
Bilar	2	6.25	4
Pilar	1	3.1	5
Sierra Bullones	1	3.12	5

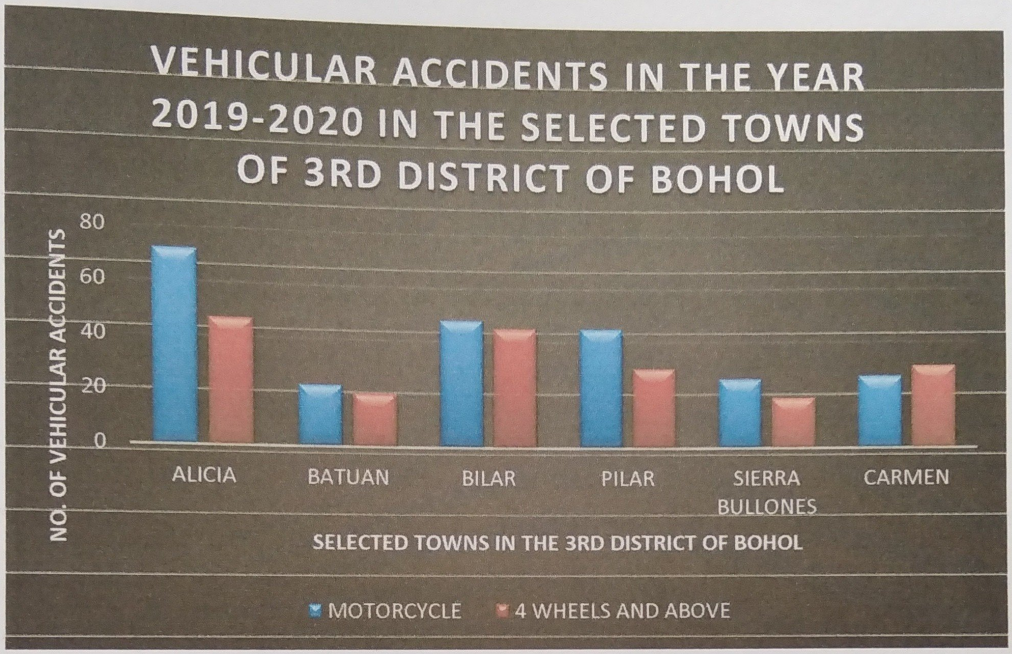
Table 3

Reckless Imprudence Resulting to Damage to properties

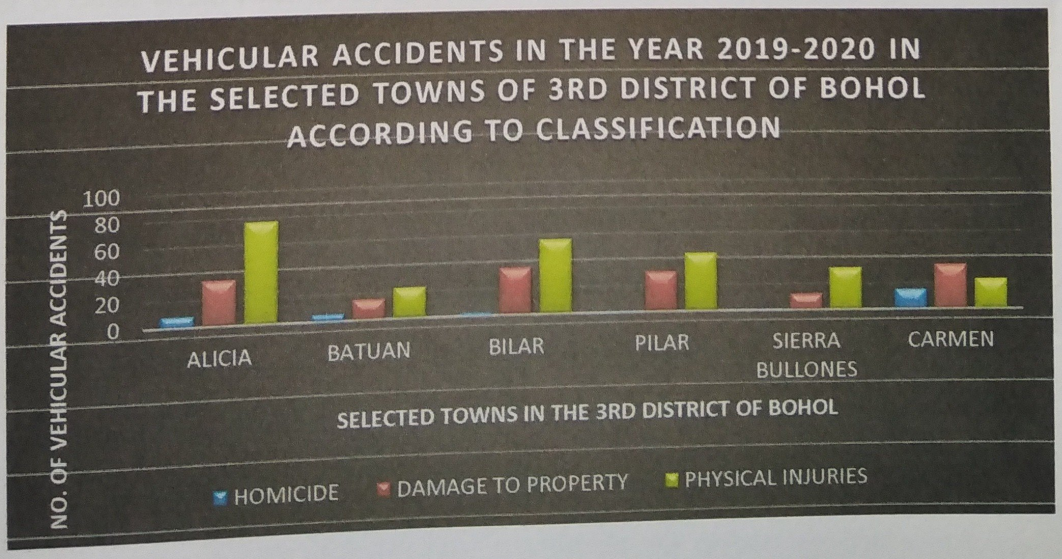
n=160

TOWN	FREQUENCY (F)	PERCENTAGE (%)	RANK
Bilar	35	21.87	1
Carmen	34	21.25	2
Alicia	34	21.25	2
Pilar	30	18.75	3
Batuan	15	9.37	4
Sierra Bullones	12	7.5	5

Number of Vehicular Accidents in the selected towns of 3rd District of Bohol in the year 2019-2020 According to vehicle classification



Rate of Vehicular Accidents in the selected towns of 3rd District of Bohol in the year 2019-2020 according to classification



Chapter 3

SUMMARY OF FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

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

Summary of Findings

Up to the raw data had been analyzed and interpreted accordingly. The Researchers came up with the following summary of findings as basis for the drawing conclusion and formulating recommendations.

Reckless imprudence resulting to physical injury. Alicia has the most physical injury with 77 cases which got the highest while Batuan and Carmen got the lowest.

Reckless imprudence resulting to damage to property. Bilar has the highest number of case while Sierra Bullones has the lowest.

Reckless imprudence resulting to homicide. Carmen has the highest number of case while Pilar and Alicia have the lowest.

Conclusions

Based on the findings, conclusions are drawn.

It was found out that motorcycle had the many causes of accidents than 4 wheels above and it has the highest prone of accidents.

Recommendations

Based on the findings of the study, the recommendations are drawn as follow:

1. Pull into traffic
2. Watch for red light runners.
3. Keep at least one hand on the steering wheel.
4. Watch for kids.
5. Perform engine maintenance regularly.
6. Scan 12 seconds ahead.
7. Look backwards when backing out.
8. Do not tailgate.
9. Be courteous to other drivers

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Appendix A.

LETTER

Bohol Island State University
Zamora, Bilar, Bohol
COLLEGE OF TECHNOLOGY AND ALLIED SCIENCES

Address: _____ Date: June 1, 2021

Dear Ma'am/Sir

To whom it may concern we the student of BSIT-AT3 are conducting our research entitled **"Vehicular Accident of the Selected Towns in the Third District of Bohol 2019-2020"**. We are conducting just for educational purpose only if this are private data not able to be given to us, we will appropriately respect it.

Respectfully yours

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Motto	:	Dreams don't work unless you do

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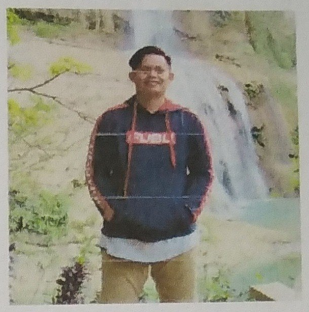

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Motto	:	PUT GOD IN THE CENTER OF YOUR LIFE