

**PROFILE OF PRIVATE MOTORCYCLE AND OWNER-DRIVER IN THE  
TOWN IN BATUAN**

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

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**June 2021**

PROFILE OF PRIVATE MOTORCYCLE AND OWNER-DRIVER IN THE TOWN  
IN BATUAN

A Thesis  
Presented to the faculty of the  
College of Technology Allied Sciences  
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In Partial Fulfillment  
Of the Requirements for the Degree of  
Bachelor of Science in Industrial Technology

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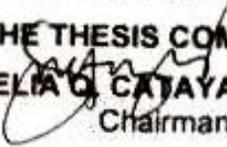
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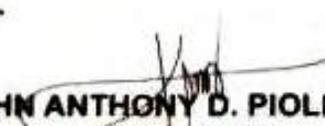
July 2021

**APPROVAL SHEET**

This research entitled **"PROFILE OF PRIVATE MOTORCYCLE AND OWNER-DRIVER IN THE TOWN OF BATUAN"**, prepared and submitted by Elvin A. Piloton, Raynaldo L. Baiili Jr., Marvin A. Nabas and Jeffrey D. Auza in partial fulfillment of the requirements for the degree of Bachelor of Science in Industrial Technology major in Automotive, has been examined and recommended for acceptance and approval for oral examination.

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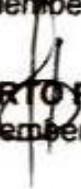
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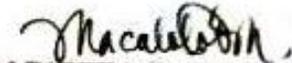
  
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July 1, 2021  
DATE OF ORAL DEFENSE

  
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## ABSTRACT

The study was conducted to determine the profile of PRIVATE MOTORCYCLE AND DRIVER-OWNER in terms of age, gender, civil status, occupation, educational attainment, number of motorcycle owned, status of license and level of license code; profile of the motorcycle owned in terms of type of motorcycle, status of purchase and status of registration; the reasons of unregistered motorcycle. The result of the study showed that most of the respondents were ages 31-40, male, married, unemployed and high school graduate. Respondents without license got the highest frequency with 33.3%. and motorcycle owned by the respondents were moped type and brand new. Furthermore, vehicles owned by the respondents were registered and got the highest frequency of 46 (58.2%). But the 41.8% of the vehicles owned by the respondents were not registered. The main reason why they unregistered their owned motorcycle had no budget allocated for registration. Thus, it was further recommended that motorcyclist should secure first their driver's license and complete registration of motorcycle before driving. The community should observe and follow the law of Land Transportation Office (LTO), Highway Patrol Group should conduct more seminars to the motorcycle owners with regards to the importance of having driver license and complete motorcycle registration. Researchers may use this study as a bases in finding gap(s) in further studies. The academe should remind student to have their driver's license and complete motorcycle registration whenever they bring service in school.

# TABLE OF CONTENTS

	<b>PAGES</b>
<b>TITLE PAGE</b> .....	i
<b>APPROVAL SHEET</b> .....	ii
<b>ACKNOWLEDGMENT</b> .....	iii
<b>ABSTRACT</b> .....	v
<b>TABLE OF CONTENTS</b> .....	vi
<b>LIST OF TABLES</b> .....	viii
<b>LIST OF FIGURES</b> .....	ix
 <b>Chapter</b>	
<b>1. THE PROBLEM AND ITS SCOPE</b>	
Rationale .....	1
Literature Background.....	2
 <b>THE PROBLEM</b>	
Statement of the Problem.....	8
Significant of the study.....	9
 <b>RESEARCH METHODOLOGY</b>	
Research Design.....	10
Research Environment and Participant.....	10
Research Instrument.....	11
Research Procedure.....	11
Statistical Treatment.....	12

<b>OPERATIONAL DEFINITION OF TERMS.....</b>	<b>13</b>
<b>2. PRESENTATION, ANALYSIS AND INTERPRETATION OF DATA..</b>	<b>15</b>
<b>3. SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATION</b>	
Summary of Findings.....	21
Recommendation.....	22
<b>LIST OF REFERENCES.....</b>	<b>24</b>
<b>APPENDICES</b>	
A. Instrument.....	26
B. Letters.....	28
c. Photo documentation.....	30
<b>RESEARCHERS BIODATA.....</b>	<b>31</b>

## LIST OF TABLES

Table		Pages
1	Respondents Demographic Profile on Age, Gender, Civil Status, Occupation, Educational Attainment and Number of motorcycle owned.....	16
2	Profile of Motorcycle owned by the Respondents.....	19
3	Reasons for the unregistered motorcycle of the respondents .....	20

## LIST OF FIGURE

<b>FIGURE</b>		<b>Pages</b>
1	Flow of the Study.....	7
2	Map of Batuan, Bohol.....	11
3	Respondents Status of License.....	17
4	Respondents Demographic Profile on License Code.....	17

## Chapter 1

### THE PROBLEM AND ITS SCOPE

#### Rationale

A motorcycle is a two or three-wheeled motor vehicle, also called a motorbike, cart, or cycle. Motor vehicle means any vehicle driven by any power other than muscle power using public highways, for many people living in the Philippines, motorcycles have become the most convenient personal transport for many people.

In Philippines the "demerit points" is part of the amended Republic Act (RA) No. 10930, which extends the validity of the driver's license from three years to five years. The incentive of further extending the validity to 10 years was included in the implementing rules and regulations issued in 2019.

The minimum age for driving in the Philippines is 17 years old provided that the driver has applied for a Student Permit with parent consent and is accompanied by a duly licensed person, whether professional or non-professional. An applicant can only apply for a Non-Professional driver's license one month after acquiring a Student Permit.

In Japan, a motorbike license can be applied for the age of 18. A Japanese motorbike driving license or an international driving permit stamped 'A' is necessary to drive motorbike to get a Japanese motorbike license an individual must take an aptitude test and pass written and practical exam.

The principles of riding motorcycle in japan are as easy as a driving a car. Simply obey the signs and rules of conduct. You are allowed to take a passenger

on a motorcycle if the cylinder capacity exceed 51cc. To drive on the highway, it is mandatory to have at least 20 years, at least 3 years' experience and a capacity at over 126cc.

The LTO requiring dealers to spend for the temporary license plates, should the LTO shoulder the cost of these temporary plate given they are unable to provide the regular license plate that have been paid for during new vehicle registration. The penalty dealer's failure to attach the standardized plates are: ₱ 100,000 for first violation, ₱ 500,000 for the second violation, and revocation of accreditation on the third.

Incomplete motorcycle registration and no driver license is one of the major problems in our society. In view, therefore, the researchers are triggered to conduct the study with regards to the profile of private motorcycle owner-driver in the selected town of Bohol which is the town of Batuan. The result of this study could serve as a guide for the students to be aware of the disadvantages of having incomplete motorcycle registration and no driver's license .

### **Literature Background**

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

According the 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, 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.

Republic Act No. 4136 section 2, an Act to Compile the Laws Relative to Land Transportation and Traffic Rules, to create a Land Transportation Commission and for Other Purposes. The provisions of this act shall control, as far as they apply, the registration and operation of motor vehicles and licensing of owners, dealers, conductors, drivers, and similar matters.

In a bid to prevent crime from being committed with the help of motorcycles, a new law requires all motorcycles to have large, more readable, color-coded number plates and identification marks. The new measure-crime prevention Act or Republic Act No 11235-was signed by President Rodrigo Duterte on March, 8. A copy of law was released to the public on Thursday, March 14.

Republic Act No. 10586 Section 4. Driver's Education. – Every applicant for a motor vehicle 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.

Furthermore, 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)

The following forms of literature give further significant information for the study. According to Morriseya, M., Grabowskib, D., Deec, T., & Campbell, C. (2006) "Good" programs reduce total fatalities among young drivers by 19.4% (c.i.

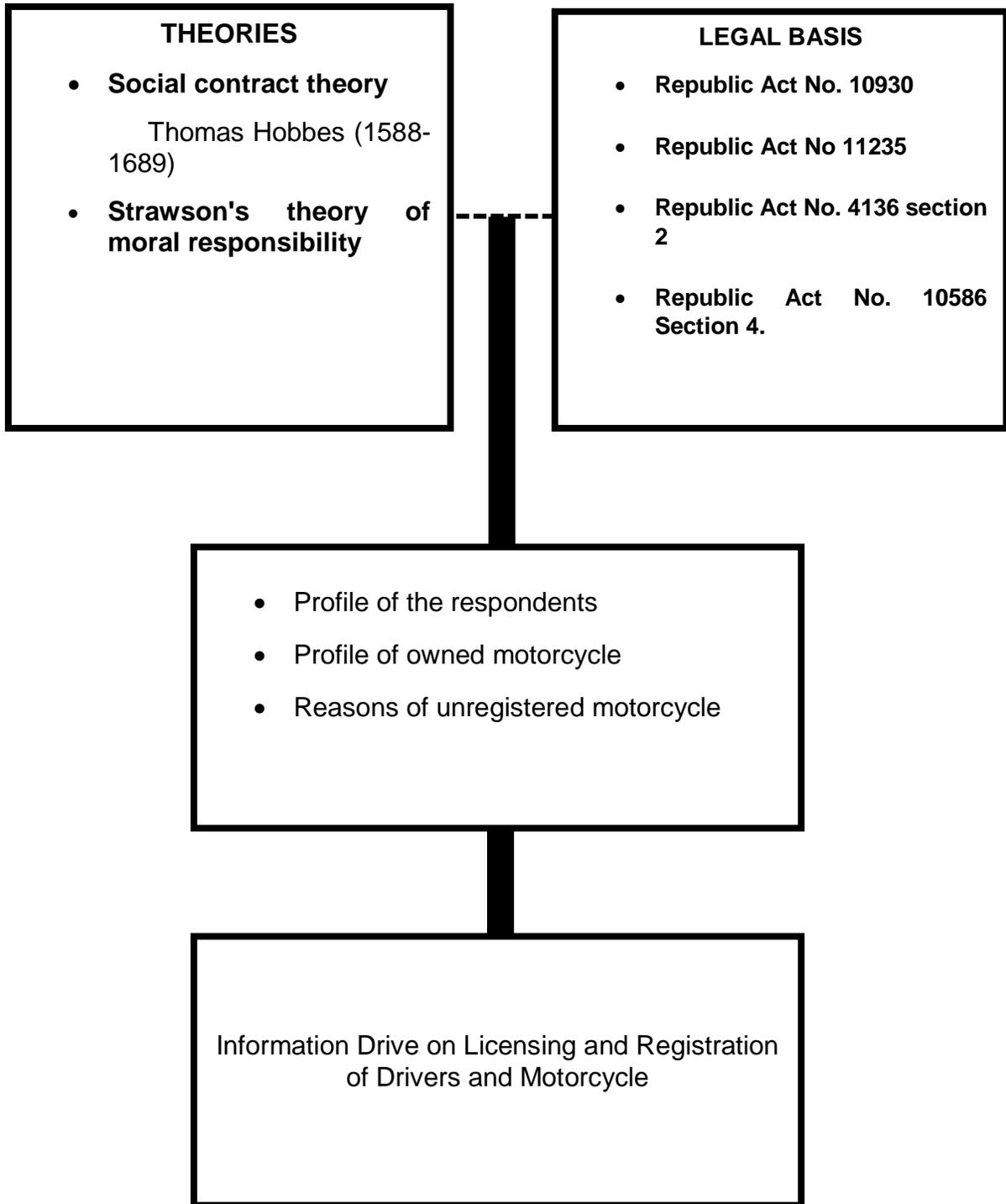
-33.0%, -5.9%). “Fair” programs reduce night-time young driver fatalities by 12.6% (c.i. -23.9%, -1.2%), but have no effect on day-time fatalities. “Marginal” programs had no statistically meaningful effect on driver fatalities. All three types of programs reduced teen passenger fatalities, but the effects of limitations on the number of passengers appear to have had only minimal effects in reducing fatalities among young drivers themselves. Therefore, Stronger GDL programs are more effective than weaker programs in reducing teenage motor vehicle fatalities.

As stated by Tucay & Wayet’s (2017) the Public Order and Safety Office formulate plans and programs that shall enhance and improve public order, security, and safety services in the city, the study delved to determine the level of effectiveness of Public Order and Safety Office as well as, to determine the extent of the factors affecting the level of effectiveness of the Public Order and Safety Office. The study revealed that the Public Order and Safety Office was much effective on their mandated duties and responsibilities. Also, the factors have much affected the level of effectiveness of the Public Order and Safety office.

Mughan, S., & Carroll, J. (2021) find that financial penalties and FTP suspensions reduce the probability of reoffense for White drivers. However, among Black drivers, financial penalties have no effect and FTP suspension increases the probability of re-offense by 6-9 percentage points. A series of additional analyses fail to produce evidence of racial differences in drivers' responses to FTP suspension, leading us to conclude that following suspension drivers make behavioral adjustments to minimize the probability of future tickets. However, these behavioral adjustments are only effective for White drivers.

According to Pacling, R., & Vicente, J., (2021) the provisions of the law must be disseminated to the Land Transportation Office officers, Police officers and drivers in Mountain Province for them to internalize and to comply with the law.

According to Reyes, R., Cepe, E., Guerrero, N., (2021) license plates are the most reliable and cost-effective approach used for automobile verification purposes. With the advancement of technology, a different application that is related to the vehicle license plate such as license plate recognition has emerged and became a major area of research due to its diverse applications in many areas such as toll collection, road and traffic management, and for law enforcement. In the Philippines, due to the multiple versions of license plates, introducing such a system has made it difficult.



**Figure 1. THEORETICAL AND CONCEPTUAL FRAMEWORK**

## THE PROBLEM

### Statement of the Problem

The main thrust of this study is to determine the profile of private motorcycle and driver-owner in the town of Batuan in May- June 2021.

Specifically, the study will seek to answer the following queries:

1. What is the demographic profile of the private driver-owner in terms of:
  - 1.1. age;
  - 1.2. gender;
  - 1.3. civil status;
  - 1.4. occupation;
  - 1.5. educational attainment;
  - 1.6. number of motorcycle owned;
  - 1.7. status of license and
  - 1.8. level of license code?
2. What is the profile of the motorcycle owned in terms of:
  - 2.1. type of motorcycle;
  - 2.2. status of purchase and
  - 2.3. status of registration
3. What are the reasons of unregistered motorcycle?

## **Significance of the study**

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

The result of this study will provides valuable information and insights that will be of great benefit to the following;

**Motorcyclist.** Motorcyclist will have more knowledge towards the importance of driver's licenses.

**Commuters.** Commuters will be more secure knowing that the transportation they are riding has a complete license.

**Community.** The community may prevent paying fines or having license revoke.

**Highway Patrol Group.** Highway patrol group will have easier task in patrolling.

**Researcher.** Researchers will be aware on the importance of having driver's licenses.

**Academe.** Information obtain from this study will 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 of the researches in the campus. The data will be also used for it research and community extension and even activities relating to this study.

## **Design**

The study will employ the descriptive research with the aid of a questionnaire as a major data gathering tool to archive data as the purpose of the study.

## **Environment and Participants**

The locale of the study will be situated at the selected barangay of Batuan Bohol. Specifically, the barangay of Rizal, Rosariohan, Cambacay, Janlud, Sta. Cruz, and Poblacion Vieja. The town of Batuan is a 5<sup>th</sup> class municipality in the province of Bohol. According to the 2020 census, it has the population of 13,845 were folks commonly used motorcycle as means of transportation. Batuan has a total road network of about 92.1 kilometers (57.2 mi) of which 65.5 kilometers (40.7 mi) are barangay roads, 15.8 kilometers (9.8 mi) are provincial roads, 3.2 kilometers (2.0 mi) national and 10.8 kilometers (6.7 mi) municipal roads. While the entire national road network is of either concrete or asphalt surface, only about 2.3 kilometers (1.4 mi) (21%) of its municipal roads, and about 2.5 kilometers (1.6 mi) (4%) of its barangay roads are concrete with the larger portion still earth and/or gravel. 98% of its provincial roads are gravel. The bus travelling there is Southern Star Bus.

The researchers used purposive sampling in selecting the participant of the study. There be sixty (60) participants which compose of ten (10) participants from each six (6) barangay as mention above.

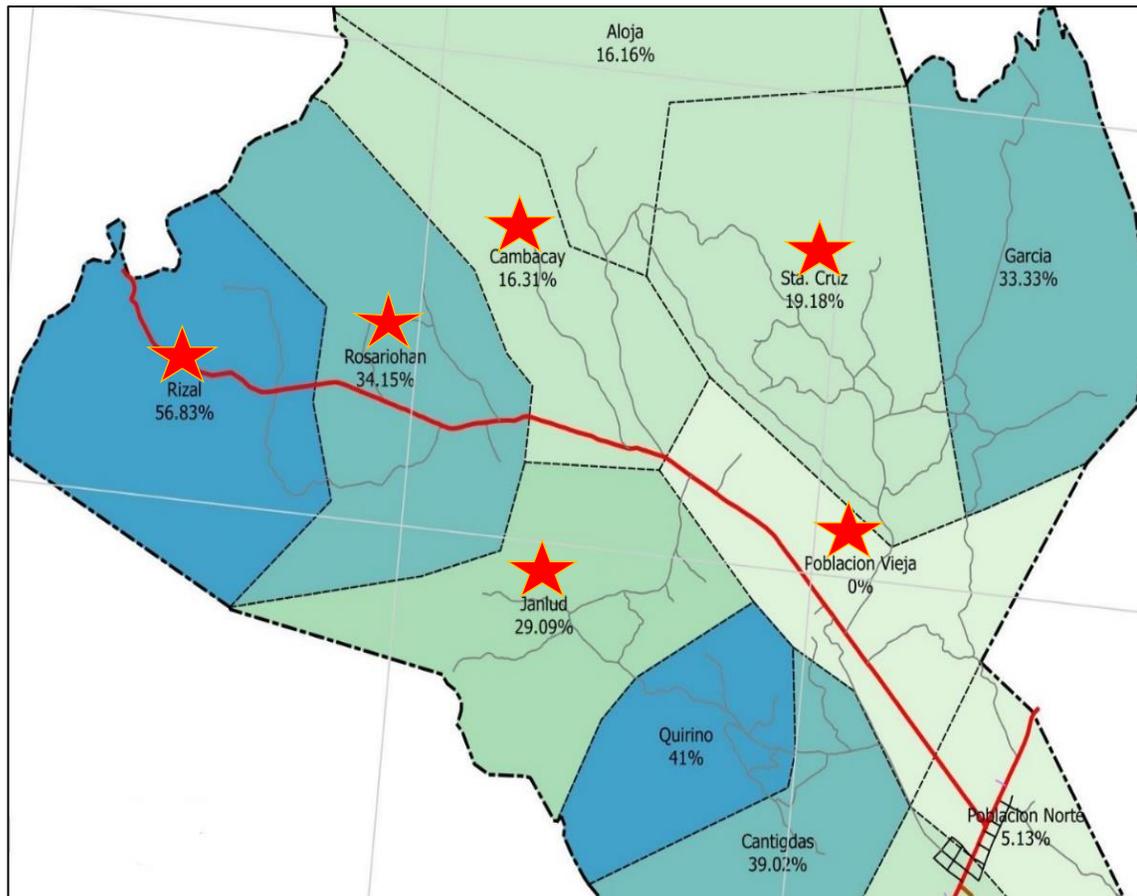


Figure 2. Map of Batuan, Bohol

### Instrument

The researcher utilized and enhanced self-made questionnaire in collecting the data. The questionnaire was improved in such a way that the participants can easily understand and comprehend the given item. The language of the questionnaire is also translated to Visayan dialect.

### Data Gathering Procedure

The researcher asked the approval from the campus director of Bohol Island State University (BISU) Bilar Campus with the recommendation of the dean of the College of Technology and Allied Sciences for the conduct of the study. Furthermore, a letter was sent to the municipality where the study was to be

conducted. The researcher conducted the study through a house to house survey with the strict observation of health protocol.

### **Statistical Treatment**

The frequency counts and simple percentage formula was used to determine the profile of the respondents in terms of age, gender, civil status, occupation, educational attainment, motorcycle owned, status of license, level of license, brand of the motorcycle, type of motorcycle, unit model of motorcycle, status purchase, status of registration, and reasons for unregistered motorcycle.

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

Where:

P = percentage

f = frequency

n = number of respondents

100 = constant variable in computing percentage

## Operational Definition of Terms

The following terms will be used in the study and each of them will be defined operationally.

**License.** A must to all drivers to have in order to follow the protocols and regulations of Land Transportation office.

**Motorcycle.** Vehicle with two wheels that is powered by motors used as transportation.

**Motorist.** Selected motorcycle driver as the research respondents or participants.

**Profile.** The information of the randomly choose respondents.

**Registration.** Requirements of the drivers for legalizing their owned motorcycle.

**Vehicle.** Owned by the randomly selected respondents and used for transportation.

**Off-road.** A type of motorcycle that is sometimes called dual purpose or on/off-road motorcycles or adventure motorcycle.

## 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 close-ended questionnaire in obtaining the profile of private motorcycle owner-drivers in the selected barangay of Batuan. Details were presented by each category in table form followed by a thorough explanation. The study was conducted in May-June 2021.

This chapter exhibited the respondents' demographic profile based on their age, gender, civil status, occupation, educational attainment, number of motorcycle owned, status of license, code level of license. Profile of motorcycle such as; brand name of motorcycle, type of motorcycle, unit model, status of purchase, status of registration, reasons for unregistered.

Table 1 showed respondent's demographic profile on age. Data revealed that ages 31-40 has the highest frequency percentage 22 (36.7%) while ages 61 above has the lowest frequency percentage with 1 (1.7%). In the respondent's demographic profile on gender. Male had the highest frequency of 43 with the percentage of (71.7%) while the female had only the frequency of 17 with the percentage of (28.3%). For the civil status, married respondents had the highest frequency of 38 with the percentage of (63.7%) while the single respondents has the frequency of 22 with the percentage of (36.7%). Separated civil status of the respondents had 0 frequency. In the respondents' occupation, unemployed respondents had the highest frequency 14 (23.3%) while construction worker, employee, barangay official, mami owner, and missionary pastor got the lowest

frequency of 1 (1.7%). In the educational attainment, high school level had the highest frequency of 26 (43.3%), followed by college level with a frequency of 14 (23.3%), college graduate with a frequency of 8 (13.3%), elementary level has a frequency of 7 (11.7%), elementary graduate has a frequency of 3 (5%), and the high school graduate which has the lowest frequency of 2 (3.3%). In the respondent motorcycle owned. Most of the motorcycle owners, owned only 1 motorcycle with the frequency of 46 (70.7%) while only one respondent owned 3 motorcycle with the percentage of 1.7%.

**Table 1**  
**Demographic Profile of Respondents**  
**(n=60)**

<b>Age</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
10-20	3	5	5
21-30	13	21.7	3
31-40	22	36.7	1
41-50	14	23.3	2
51-60	7	11.7	4
61 above	1	1.7	6
<b>Gender</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Male	43	71.7	1
Female	17	28.3	2
<b>Civil Status</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Single	22	36.7	2
Married	38	63.7	1
Separated	0	0	3
<b>Occupation</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Student	6	10	4.5
Teacher	3	5	5.5
Housewife	10	16.7	3
Farmer	13	21.7	2
Carpenter	6	10	4.5
Van driver	3	5	5.5
Construction worker	1	1.7	6.5

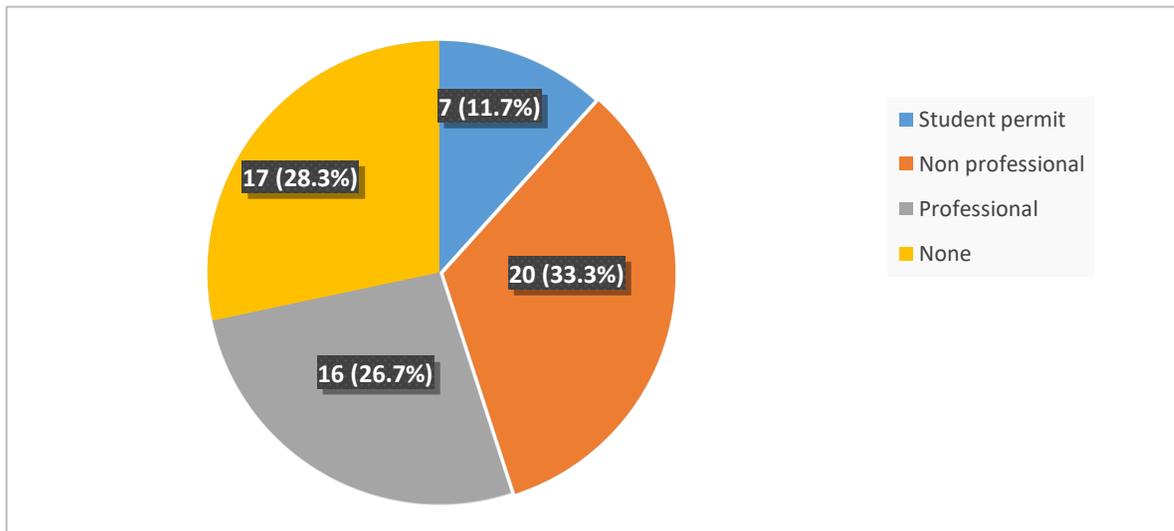
Employee	1	1.7	6.5
Barangay official	1	1.7	6.5
Mami owner	1	1.7	6.5
Missionary Pastor	1	1.7	6.5
None	14	23.3	1
<b>Educational Attainment</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Elementary Level	7	11.7	4
Elementary Graduate	3	5	5
High school Level	26	43.3	1
High school Graduate	2	3.3	6
College Level	14	23.3	2
College Graduate	8	13.3	3
<b>Motorcycle Owned</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
1	46	76.7	1
2	11	18.3	2
3	1	1.7	4
4	2	3.3	3

### Status of License and Profile of License Code

Drivers are assigned with restriction codes that designate which type of vehicle they can operate. These are numbered from 1 to 8, and each code signifies the kind of vehicle you can drive. It is not a measure of driving skill. Drivers must apply for each level before being granted the appropriate control.

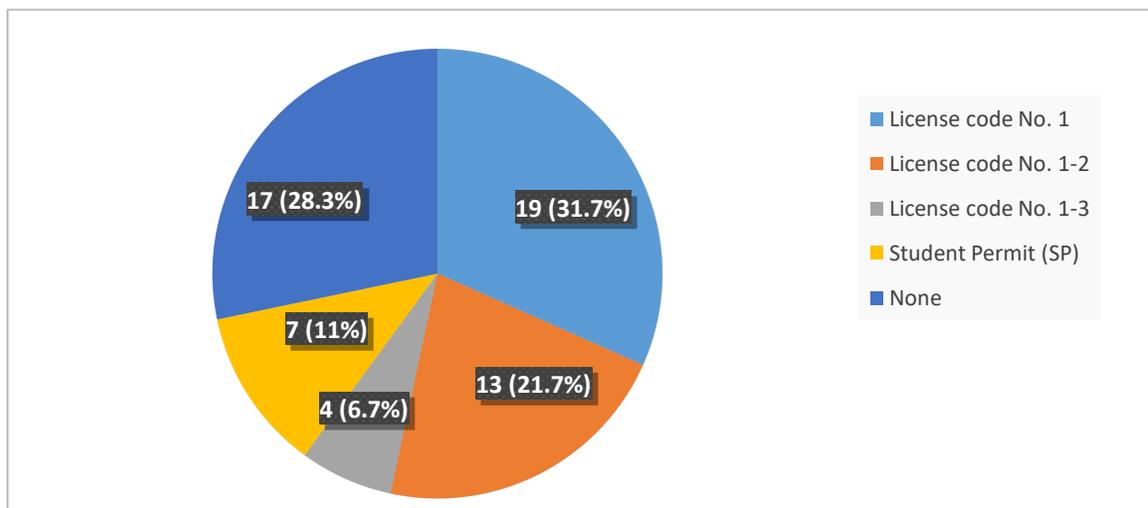
Figure 3 showed the respondent status of license. Data revealed that Non-professional license obtained the highest frequency of 20 (33.3%), while student permit had the lowest frequency of 7 (11.71%).

Penalties for driving without a license vary widely depending on the circumstances causing the lack of a license. If an individual has never obtained a license, or has an expired license, punishments will be less severe.



**Figure 3. License Status of the Respondents**  
n=60

Figure 4 below revealed that most of the respondent had no license with frequency of 17 (28.3%). However, respondent who were licensed drivers with license code 1 are got the highest percentage of 31.7% while respondent drivers with license code No 1-3 obtained the lowest percentage of 6.7%. It implied that respondent drivers of the study sites can drive limited only to motorcycle.



**Figure 4. Level of License Code of the Respondents**  
n=60

Table 2 illustrated the profile of motorcycle owned by the respondents. The table revealed that all of the motorcycle owned by the respondent were moped type with frequency of 79 (100%). For the respondents' status of purchase of motorcycle, it revealed that most of the motorcycle owner has a brand new motorcycle with the frequency of 50 (83.3%) and the rest were second hand motorcycle. For the respondents status of registration, registered motorcycle has the highest frequency of 46 (58.2%) and the rest were unregistered with the frequency of 33 (41.8%).

**Table 2**  
**Profile of Motorcycle owned by the Respondents**  
**(n=79)**

<b>Type of Motorcycle</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Moped	79	100	1
Sport	0	0	
Off-road	0	0	
Tour	0	0	
<b>Status of purchase</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Brand new	50	83.3	1
Second hand	29	36.7	2
<b>Status of registration</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
Registered	46	58.2	1
Unregistered	33	41.8	2

Table 3 showed the reason why the motorcycle owners has unregistered motorcycle. The table revealed that most motorcycle owners reason why they unregistered their owned motorcycle had no budget allocated with the frequency of 25 (75.8%) and the non-complete parts had the lowest frequency of 0.

**Table 3****Reasons for the unregistered motorcycle of the respondents****(n=33)**

<b>Reasons of unregistered</b>	<b>Frequency (f)</b>	<b>Percent (%)</b>	<b>Rank</b>
No budget allocated	25	75.8	1
Loss of original OR/CR	2	6.1	3
None complete parts	0	0	4
No time in going to LTO	6	18.2	2

## Chapter 3

### SUMMARY OF FINDINGS, CONCLUSIONS AND RECOMMENDATION

This chapter covers the summary of the research investigation, pertinent implication and relevant recommendations. The Profile of Private Motorcycle owner-driver in the town of Batuan.

#### Summary of Findings

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

#### Demographic Profile of Respondents

**Age.** Ages 31-40 had the highest frequency percentage 22 (36.7%) while ages 61 above had the lowest frequency percentage with 1 (1.7%).

**Gender and Civil status.** Male had the highest frequency of 43 with the percentage of (71.7%) while the female had the frequency of 17 with the percentage of (28.3%). For the civil status, married respondents had the highest frequency of 38 with the percentage of (63.7%) while the single respondents had the frequency of 22 with the percentage of (36.7%).

**Occupation.** Unemployed respondents had the highest frequency 14 (23.3%) while construction worker, employee, barangay official, mami owner, and missionary pastor got the lowest frequency of 1 (1.7%).

**Educational Attainment.** High school level had the highest frequency of 26 (43.3%), college level had a frequency of 14 (23.3%), college graduate had a frequency of 8 (13.3%), elementary level had a frequency of 7 (11.7%), elementary graduate had a frequency of 3 (5%), and the high school graduate which had the lowest frequency of 2 (3.3%).

**Motorcycle owned.** Most of the motorcycle owners, owned only 1 motorcycle with the frequency of 46 (70.7%) while only one respondent owned 3 motorcycle with the percentage of 1.7%.

**Status of License.** Non- professional license had the highest frequency of 20 (33.3%), while student permit had the lowest frequency of 7 (11.71%).

**Level of License Code.** Most of the respondent had no license with frequency of 7 (28.3%) and code 1-3 had the least frequency 4 (6.7%).

**Type of Motorcycle.** All of the motorcycle owned by the respondent were moped type with frequency of 79 (100%).

**Status Purchase of Motorcycle.** Most of the motorcycle owner had a brand new motorcycle with the frequency of 50 (83.3%) and the rest were second hand motorcycle.

**Status Registration of Motorcycle.** Registered motorcycle had the highest frequency of 46 (58.2%) and the rest were unregistered with the frequency of 33 (41.8%).

**Reasons for Unregistered Motorcycle.** Most motorcycle owners reason why they unregistered their owned motorcycle had no budget allocated with the

frequency of 25 (75.8%) and the non-complete parts had the lowest frequency of 0.

### **Recommendations.**

To utilize the findings of the study, the researchers recommend the following:

1. Motorcyclist should secure first their driver's license and complete registration of motorcycle before driving their motorcycle in order to avoid penalties from Land Transportation Office (LTO).
2. Commuters should be aware in choosing the motorcycle and the driver that has complete registration and driver's license to be secure incased of emergency.
3. The community should also follow the law of Land Transportation Office (LTO) that only those who have complete motorcycle registration and has a driver's license is allowed to drive.
4. Highway Patrol Group should conduct more seminars to the motorcycle owners with regards to the importance of having driver license and complete motorcycle registration.

5. Researchers may use this study as a guidelines in terms of following the law of Land Transportation Office (LTO).

6. Academe should remind the student to have driver's license and complete motorcycle registration whenever they bring service in school, and also the school should encourage the students to have this requirements to avoid penalties in Land Transportation Office (LTO), and the school could use this study as a guidelines for the students.

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**APPENDICES**

**APPENDIX A**  
**Research Instrument**

**QUESTIONNAIRE ON THE PROFILE OF PRIVATE MOTORCYCLE OWNER  
DRIVER IN THE TOWN OF BATUAN**

**I. PROFILE OF PARTICIPANTS:** Please answer sincerely by responding to question asked.

1.1. Age: \_\_\_\_\_

1.2. Gender: Male

Female

1.3. Civil Status: Single  Married   
Separated  Others, Specify \_\_\_\_\_

1.4. Occupation: \_\_\_\_\_

1.5. Educational Attainment:

Elementary Level  Elementary Graduate

High school Level  High school Graduate

College Level  College Graduate

Others, Specify; \_\_\_\_\_

1.6. How many motorcycle you owned? \_\_\_\_\_

1.7. What is the status of your license?

Student Permit  Non-Professional

Professional  Others, Specify; \_\_\_\_\_

1.8. What is the level of your license code?

1  4  7

2  5  8

3  6  Others, Specify; \_\_\_\_\_

**II. PROFILE OF THE VEHICLE:** Please provide your answer honestly.

1. What is the type of your motorcycle?

Moped  Sport

Off-road  Tour

Others, Specify; \_\_\_\_\_

2. What is the status of purchase of your motorcycle?

Brand New

Second Hand

Others, Specify; \_\_\_\_\_

3. What is the status of registration of your motorcycle?

Registered

Un-registered

4. If un-registered, what are your reasons?

No budget allocated  Loss of original OR/CR

Non complete parts  No time in going to LTO

Others, Specify; \_\_\_\_\_

**Thank You for your Cooperation...**

**GOD BLESS YOU**

-Researchers

## APPENDIX B-1



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



Date: April 21, 2021

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

Ma'am;

The undersign BSIT- Automotive Major students of BISU, Bilar Campus, Zamora, Bilar, Bohol respectfully request permission from your office to please allow us to conduct our research entitled "**PROFILE OF PRIVATE MOTORCYCLE AND OWNER-DRIVER IN THE TOWN OF BATUAN**". 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.

Thank you.

Respectfully your's,

(Sgd) **Raynaldo Balili Jr.**  
 (Sgd) **Elvin Piloton**  
 (Sgd) **Marvin Nabas**  
 (Sgd) **Jeffrey Auza**  
 (Student Researchers)

Noted by;  
 (sgd) **DOMINGO C. BARO**  
 Research Adviser

Recommending Approval;

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

Approved by;  
 (sgd) **MARIETTA C. MACALOT, Ph.D.**  
 Campus Director

## APPENDIX B-2



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



Date: April 21, 2021

**Antonio Morala Jumawid**  
 Municipal Mayor  
 Batuan, Bohol

Sir;

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 “**PROFILE OF PRIVATE MOTORCYCLE AND OWNER-DRIVER IN THE TOWN OF BATUAN**”. 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.

Thank you.

Respectfully your's,

(Sgd) **Raynaldo Balili Jr.**  
 (Sgd) **Elvin Piloton**  
 (Sgd) **Marvin Nabas**  
 (Sgd) **Jeffrey Auza**  
 (Student Researchers)

Recommending Approval;

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

Approved by;  
 (sgd) **MARIETTA C. MACALOT, Ph.D.**  
 Campus Director

(sgd) **Atty. Antonio Morala Jumawid**  
 Municipality Mayor  
 Batuan

APPENDIX C

PHOTO DOCUMENTATION



Respondents answering the given questionnaires:



**RESEARCHER'S BIODATA****PERSONAL INFORMATION**

NAME : JEFFREY D. AUZA  
 AGE : 27 YEARS OLD  
 DATE OF BIRTH : APRIL 15, 1994  
 PLACE OF BIRTH : TALIBON, BOHOL  
 ADDRESS : TOMOC, SAN MIGUEL, BOHOL  
 SEX : MALE  
 CIVIL STATUS : SINGLE  
 CITIZENSHIP : FILIPINO  
 RELIGION : ROMAN CATHOLIC  
 HEIGHT : 157 cm  
 WEIGHT : 53 kg

**EDUCATIONAL ATTAINMENT**

ELEMENTARY : BATAAN ELEMENTARY SCHOOL  
 Bataan  
 Graduated: 2008

JUNIOR HIGH : S.A.J.M.H.S  
 Graduated: 2012

SENIOR HIGH : N/A

COLLEGE : BOHOL ISLAND STATE UNIVERSITY  
 Zamora, Bilar, Bohol

**RESEARCHERS BIODATA****PERSONAL INFORMATION**

NAME : RAYNALDO L. BALILI JR.  
 AGE : 22 YEARS OLD  
 DATE OF BIRTH : OCTOBER 25, 1998  
 PLACE OF BIRTH : RIZAL, BATUAN, BOHOL  
 ADDRESS : RIZAL, BATUAN, BOHOL  
 SEX : MALE  
 CIVIL STATUS : SINGLE  
 CITIZENSHIP : FILIPINO  
 RELIGION : ROMAN CATHOLIC  
 HEIGHT : 157 cm  
 WEIGHT : 59 kg

**EDUCATIONAL ATTAINMENT**

ELEMENTARY : RIZAL ELEMENTARY SCHOOL  
 Rizal, Batuan, Bohol  
 Graduated: 2011

JUNIOR HIGH : RIZAL HIGH SCHOOL  
 Rizal, Batuan, Bohol  
 Graduated: 2016

SENIOR HIGH : RIZAL HIGH SCHOOL  
 Rizal, Batuan, Bohol  
 Graduated: 2018

COLLEGE : BOHOL ISLAND STATE UNIVERSITY  
 Zamora, Bilar, Bohol

## RESEARCHERS BIODATA

### PERSONAL INFORMATION

NAME : MARVIN A. NABAS  
 AGE : 21 YEARS OLD  
 DATE OF BIRTH : MAY 31, 2000  
 PLACE OF BIRTH : RIZAL, BATUAN, BOHOL  
 ADDRESS : RIZAL, BATUAN, BOHOL  
 SEX : MALE  
 CIVIL STATUS : SINGLE  
 CITIZENSHIP : FILIPINO  
 RELIGION : ROMAN CATHOLIC  
 HEIGHT : 156 cm  
 WEIGHT : 58 kg



### EDUCATIONAL ATTAINMENT

ELEMENTARY : RIZAL ELEMENTARY SCHOOL  
 Rizal, Batuan, Bohol  
 Graduated: 2011

JUNIOR HIGH : RIZAL HIGH SCHOOL  
 Rizal, Batuan, Bohol  
 Graduated: 2016

SENIOR HIGH : RIZAL HIGH SCHOOL  
 Rizal, Batuan, Bohol  
 Graduated: 2018

COLLEGE : BOHOL ISLAND STATE UNIVERSITY  
 Zamora, Bilar, Bohol

**RESEARCHERS BIODATA****PERSONAL INFORMATION**

NAME : ELVIN A. PILOTON  
 AGE : 22 YEARS OLD  
 DATE OF BIRTH : JUNE 28, 1999  
 PLACE OF BIRTH : CAMBAJA, PUTLONGCAM, ALICIA, BOHOL  
 ADDRESS : CALUASAN, DAGOHUY, BOHOL  
 SEX : MALE  
 CIVIL STATUS : SINGLE  
 CITIZENSHIP : FILIPINO  
 RELIGION : INTERNATIONAL ONE WAY OUTREACH  
 HEIGHT : 163 cm  
 WEIGHT : 48 kg

**EDUCATIONAL ATTAINMENT**

ELEMENTARY : CALUASAN ELEMENTARY SCHOOL  
 Caluasan, Dagohoy, Bohol  
 Graduated: 2011

JUNIOR HIGH : DAGOHUY NATIONAL HIGH SCHOOL  
 Poblacion, Dagohoy, Bohol  
 Graduated: 2016

SENIOR HIGH : DAGOHUY NATIONAL HIGH SCHOOL  
 Poblacion, Dagohoy, Bohol  
 Graduated: 2018

COLLEGE : BOHOL ISLAND STATE UNIVERSITY  
 Zamora, Bilar, Bohol