

**IMPLEMENTATION STATUS OF THE COVID-19 SAFETY PROTOCOLS  
FOR PUBLIC UTILITY VEHICLE IN TALIBON, BOHOL**

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

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In Partial Fulfillment  
Of the Requirements for the Degree of  
Bachelor of Science in Hospitality Management

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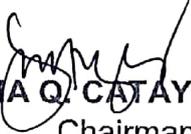
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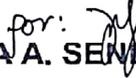
## APPROVAL SHEET

This thesis entitled "IMPLEMENTATION STATUS OF THE COVID-19 SAFETY PROTOCOLS FOR PUBLIC UTILITY VEHICLE IN TALIBON, BOHOL", prepared and submitted by Ronalyn A. Esclanda, Mercedes E. Evarado, and John Arian A. Lamoste in partial fulfillment of the requirements for the Degree of Bachelor of Science in Hospitality Management has been examined and recommended for acceptance and approval for oral defense.

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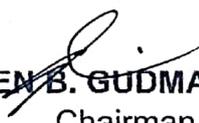
  
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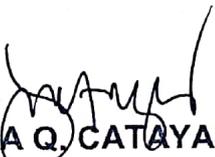
  
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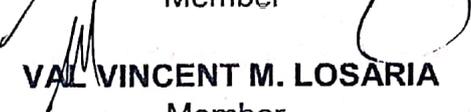
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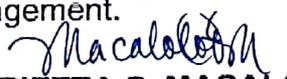
  
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## ABSTRACT

The main objective of the study was to determine the implementation status of the COVID-19 safety protocols for Public Utility Vehicle in Talibon, Bohol. Specifically, the profile of the participants in terms of age, gender, civil status, and educational attainment. The participants of the study were the 75 purposively selected passengers of buses, tricycles, vans, jeeps, and pump boats in Talibon Integrated Terminal. The researchers used a self-made questionnaire to gather the data needed. Weighted mean and Percentage distribution were used as statistical treatments. Result showed that aged 21-30 years old got the highest percentage of 44%. On gender, female got the highest percentage of 72%. With regards to the civil status, single got the highest percentage of 72%. Furthermore, with regards to the educational attainment, college level got the highest percentage of 49.3%. Moreover, the responses of the level of implementation status of the safety protocols in terms of buses gathered an overall of 2.84, tricycle with 3.08, van with 2.98, and jeep with 2.84. The COVID-19 protocols were partially implemented. However, in terms of pump boats, it gathered an overall average weighted mean of 3.26 with an interpretation of fully implemented which implies that PUV specifically pump boats is the only PUV which fully implement the COVID-19 protocols in Talibon Integrated Transport Terminal. The study concludes that the PUV's of Talibon Terminal should create an implementation standard which ensures the safety of passengers by fully implementing the standard health protocols required by the DOH.

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## Chapter 1

### THE PROBLEM AND ITS SCOPE

#### Rationale

In a typical tourist flow system, transportation infrastructure connects origin and destination areas while assuring safe, comfortable, and efficient visitor transportation. Tourist generally rank transportation as having a significant impact on trip pleasure when reviewing their travel experiences. Tourism has grown steadily over the last few decades, becoming one of the world's fastest-growing economic sectors. With tourism-specific developments in an expanding number of national and international destinations, tourism is also a vital engine for socioeconomic progress.

Event tourism has grown as a significant segment of global tourism plans and leisure behavior. The significance of transportation stems not only from the role it plays in the growth of the national socioeconomic complex, but also from the crucial role it plays in the amplification of interactions between states. The function of transportation in the movement of commodities and people has a significant impact on other sectors of the global economy, particularly international tourism. Without transportation, there would be no travel and tourist business, and people would not be able to visit other locations. As a result, transportation development is connected to tourism development; as international tourism grows, so does international transportation.

The tourism business relies heavily on transportation. It is the link between the house, destination, lodging, and attractions, which are regarded the key parts of a travel. Transportation is critical to both domestic and international tourism success. Without economical and conveniently available transportation, mass tourism, as it is known internationally, would not have been possible. Transport is an essential component of tourism and the visitor experience at the location.

The COVID-19 pandemic is rapidly affecting the way people go about their lives. Perhaps one of the greatest challenges for government authorities and public passenger providers is balancing the need to maintain essential service levels with the risk of potential spread of infection among passengers and drivers. Public transport system is high risk environment for the spread of disease as there are many people in a confined space with a variety of commonly touched surfaces. Even though the COVID-19 pandemic has forced cities around the world to implement strict physical distancing measures, many of them have needed to maintain public transportation services for essential workers, keeping transit running while protecting the health of passengers and employees' necessities major changes and challenges.

The researchers aimed to find out if the (PUV's) have religiously implemented the safety protocols. In addition, the researchers aimed to see the level of implementation in PUVs – whether they fully implement the safety protocols.

## Literature Background

In this study, the following related readings are served as the legal bases.

It is anchored on the Republic Act No.11494, known as “Bayanihan to Recover as One Act”, Section 2. State of National Emergency, Presidential Proclamation No. 922, s.2020, was issued declaring a state of public health emergency throughout the Philippines due to the Coronavirus Disease 2019 (COVID-19). Thus, Republic Act No. 11469 or the “Bayanihan to Heal as One Act” was enacted declaring a state of national emergency over the entire country to control the spread of the disease. However, the rise of confirmed cases of COVID-19, and lives of our countrymen persist. The severe disruption to livelihood and all other productive activity were reflected in the country’s economic contraction during the first semester of 2020. In view of unabated spread of the COVID-19 virus and the ensuing economic disruption therefrom, the existence of a continuing national emergency is hereby affirmed in this act. (RA 11494. 2020)

Moreover, the DOTr-LTO-Memorandum Circular No.2020-2185, embodying the guidelines on the enforcement of regulations issued by the Department of Transportation (DOTr), relative to the operation of land transportation in areas under General Community Quarantine (GCQ). This is in accordance with the guidelines set by the Inter-Agency Task Force (IATF) for the Management of Emerging Infectious Diseases, wherein public transportation may be allowed to operate in a limited scale and reduced

capacity in areas under GCQ, and by the virtue of the protocols/guidelines for public transport operations set by the DOTr. By virtue of Executive order No. 112; whereas, imposing an enhanced community quarantine in high-risk geographic areas of the Philippines and a general community quarantine in the rest of the country from 01 to 15 May 2020, adopting the omnibus guidelines on the implementation thereof, and for other purposes. The President through the Inter-agency Task Force (IATF) for the Management of Emerging Infectious Diseases identified certain areas in the country to be placed under General Community Quarantine (GCQ) where public transportation may be allowed in a limited scale and reduced capacity in accordance with the guidelines of IATF. (DOTr. 2020)

However, it also anchored on the Land Transportation Franchising and Regulatory Board Memorandum Circular No. 20-028: IMPOSITION OF PASSENGER CANCELLATION FEES FOR TRANSPORT NETWORK VEHICLE SERVICES, whereas the imposition of passenger cancellation fees for Transport Network Vehicle Services (TNVS) falls within the regulatory powers of the Board in order to ensure responsible and fair use of ridesharing services, while maintaining the efficiency and quality of such transport service. AMMENDMENT TO MEMORANDUM CIRCULAR NO. 2020-079 (INCREASE OF PER KILOMETER FEE RATE). Whereas, after circumspect review of the factors affecting the operations of PUV's enrolled in the Service Contracting Program, it appears that the imposed reduced passenger capacity brought about by the strict implementation of health protocols vis-d-vis the high

operational costs significantly affect the take home pay of the drivers and operators.

In addition, House Bill No. 5992. AN ACT DEFINING AND PROTECTING THE RIGHTS AND DUTIES OF COMMUTERS USING PUBLIC UTILITY VEHICLE. This bill seeks to establish commuters' rights in relation to their use of Public Utility Vehicles. In particular, four (4) particular rights shall be guaranteed under this Act, particularly the commuters Rights to Sanitary Transport Services, Rights to Special Attention during Service Breakdowns and Deficiencies in Service, and Right to Information for efficient and convenient travel. (amazonaws.com. 2021)

This study is supported by The Theory of Mass Transit Safety posted by Larry M. Elkin, CPA, CFP, with finances devastated by the pandemic's destruction of demand, public transit agencies are desperate to explain why riding subways, buses and other conveniences adds little to riders' risk of illness. How is anyone supposed to believe that the virus did not spread among unmasked commuters, people that are close to each other on platforms and in vehicles, in the critical early weeks when there was virtually no testing because few appreciated that the virus was already present? Claiming that the situation did not at least seed the pandemic into the apartment buildings, elder care facilities and workplaces where it exploded a few weeks later just undermines the more valid assessments of the risks of traveling today. The risks involved in taking public transit are manageable when they are well managed. The American Public Transportation Association study focused on

well-ventilated trains and buses, where riders wore masks properly. With adequate spacing and consistent masking, riding on a bus or train does not appear to be a high-risk activity. That does not mean it carries zero risk, of course. Any trip requires a calculation of the trade-offs. A healthy child, teen or young adult is in little danger of becoming seriously ill from taking such trips to reach school or work. If that traveler does not need to have close contact with anyone who is much more vulnerable, such trips can be readily justified, at least on paper. Life must go on, even amid a pandemic. Some people must travel. Some will thoughtfully consider the risks and choose to travel anyway, taking reasonable precautions as they do. And some will behave with little thought for themselves or for others. Some humans are just wired that way, and no humans are perfect. We all make mistakes. One of those mistakes is to tell the public that it is overestimating the risk in using mass transportation, based on ideal or theoretical conditions. Travelers have to travel in reality, and that is where the risks are. (Elkin, L. 2020)

Moreover, Protection Motivation Theory (by: Paul Norman, Henk Boer, and Erwin R. Seydel) outlines the cognitive responses resulting from fear appeals. Rogers (1983) proposed that various environmental (e.g., fear appeals) and interpersonal (e.g., personality) sources of information can initiate two independent appraisal processes: threat appraisal and coping appraisal. Threat appraisal focuses on the source of threat and factors that increase or decrease the probability of maladaptive responses. (e.g., avoidance, denial, wishful thinking). Individuals' perceptions of the severity of

and their vulnerability to the threat are seen to inhibit maladaptive responses. Fear is an additional, intervening variable, between perceptions of severity and vulnerability and the level of appraised threat. Thus, greater levels of fear will be aroused if an individual perceives him or herself to be vulnerable to a serious health threat and this will increase on individual's motivation to engage in protective behavior. Coping appraisal focuses on the coping response available to the individual to deal with the threat and factors that increase or decrease the probability of an adaptive response, such as following behavioral advice. Both the belief that the recommended behavior will be effective in reducing the threat (i.e., response efficacy) and the belief that one can perform the recommended behavior (i.e., self-efficacy) increase the probability of an adaptive response.

For protection motivation to be elicited, perceptions of severity and vulnerability should outweigh the rewards associated with maladaptive responses. In addition, perceptions of response efficacy and self-efficacy should outweigh the response costs of the adaptive behavior. However, most applicants of PMT simply consider the additive effects of these variables on protection motivation. Protection motivation, which is typically equated with behavioral intention, is seen to direct and sustain protective behavior. Protection motivation therefore operates as a mediating variable between the threat and coping appraisal processes and protective behavior.

Another theory that supports this study is The Theory of Dynamic Public Transit Priority with Dynamic Stochastic Park and Ride by Chengming Zhu.

This theory states that there is a fact that public transit cannot compete with car and travelers are not willing to initiatively reduce car use. Public transit travelers make effort for relieving traffic congestion, but they do not benefit from their behaviors. Car travelers increase traffic congestion degree, and they benefit from their behaviors. Because of the above reason, travelers are reluctant to actively cooperate with government and traffic administration. For travel behavior intervention, there is a large gap between actual effect and expected effect. Some tough intervention measures car use are adopted for relieving congestion, but tough intervention measures are easily to cause traveler's antipathy and cannot guide traveler to initiatively reduce car use.

The effective travel intervention measure should be able to make public transit to compete with car. Also, it should be able to make government, traffic administration, and public transit traveler (including travels who initiatively reduce car use) to compete with traveler who do not reduce car use. Therefore, it is needed that public transit traveler are willing to actively cooperate with government and traffic administration. The premise of this cooperation is that public transit travelers benefit from choosing public transit. But at present time, public transit traveler cannot benefit from choosing public transit because of very low comfort level and low carrying speed. Therefore, other travel behavior intervention model is needed to be studied based on enhancing public transit travel service level. It should increase public transit competitiveness with car, and it should ensure that travelers are willing to accept it. (Zhu, C. et.al. 2014)



The global spread of the COVID-19 virus has led to difficulties in many branches of the economy, including significant effects on the urban transport industry. Thus, countries around the world have introduced different mobility policies during the pandemic. Due to government restrictions and the changed behaviors of transport users, companies providing modern urban mobility solutions were forced to introduce new business practices to their services.

The study of Fletcher, (2014) provides guidelines that are designed to outline broad guidance on dealing with preparedness planning for pandemics and other infectious diseases such as seasonal flu. It provides information, tools, tips, and guidance on where to find up-to-date recommendations from federal agencies and other resources, prior to and during a pandemic. While primarily intended for small urban and rural transit organizations, this guide can be used by all types and sizes of transportation agencies and organizations with different levels of preparedness for pandemics. (Fletcher et al., 2014)

The increase of the number of cases, implemented social distancing measures affecting schools, shops, working places, public transport, and many more sectors (Anderson, Heesterbeek, Klinkenberg, & Hollingsworth, 2020; Lewnard & Lo, 2020). This has majorly affected the operations of public transport services by affecting ridership due to a dramatic decrease in travel demand levels as well as imposing regulations that have consequences for service capacity. The international association of public transport (UITP) considers the maintenance of high levels of service despite the reduction in

travel demand to ensure safe distancing, in particular for high-risk user groups, as one of the main challenges associated with resuming public transport operations (UITP, 2020).

Public transport in urban areas has gained greater attention in recent years for improving sustainability and the quality of urban life. The economic and environmental performance of cities can be enhanced by connecting resources to destinations effectively and facilitating mass mobility (Bok and Kwon, 2016). During the past two decades, a huge population growth is recorded in developing countries (Buhaug and Urdal, 2013).

Moreover, the increase in population has caused an increase in the demand for mobility. If the transport infrastructure is not capable of meeting the demands, this causes an increase in waiting times and congestion in public transport and streets (Samek Lodovici and Torchio, 2015). Public transport can be more attractive by providing “Door to door mobility” and development of transportation services is an important factor of social quality (Yatskiv et al., 2017).

The study about transportation in the Mediterranean during COVID-19 pandemic era captured the impact of the COVID-19 outbreak and the subsequent restrictive measures on citizens' commuting habits and travel mode choice in two Cretan cities with academic communities and intense seasonality of tourism, in two phases (four periods) before, during, and after the quarantine. The sample consisted of 308 (1<sup>st</sup> phase) and 193 (2<sup>nd</sup> phase)

citizens, 60% and 30% permanent residents of Chania and Rethymno, respectively.

The rapid spread of COVID-19 virus, which became a worldwide pandemic in a matter of weeks, has been attributed to the hypermobility of our current lifestyle, globalization, and the connectivity and accessibility of Wuhan, the first epicenter (Musselwhite, Avineri, and Susilo 2020). Since then, the COVID-19 pandemic rapidly evolved into a situation with profound effects on lifestyle and travel worldwide, ranging from a dramatic decrease in air travel to an unprecedented increase in teleworking. These impacts resulted from governmental measures (e.g., travel restrictions and shutdowns of whole sectors in the economy) as well as individual choices to refrain from traveling to reduce exposure to other people and the risk of contamination.

The novel coronavirus (COVID-19) is responsible for more fatalities than the SARS coronavirus, despite being in the initial stage of a global pandemic. The first suspected case in the Philippines was investigated on January 22, 2020, and 633 suspected cases were reported as of March 1. The clinical and epidemiological aspects of the first two confirmed COVID-19 cases in the Philippines, both admitted to the national infectious disease referral hospital in Manila. (Edrada, et al.)

The report of Guidance Note on COVID-19 and Transport in Asia and the Pacific, details the profound impact of the pandemic on transport, as swift lockdowns forced millions this year to work from home overnight, schools to

shift to e-learning, and consumers to flock to online shopping and food delivery.

According to Asian Development Bank, (2021), while public transit may have been previously perceived as a mostly green, efficient, and affordable mode of travel, initial trends in cities that have re-opened have indicated that public transit is still considered to be relatively unsafe and is not bouncing back as quickly as the use of private vehicles, cycling, and walking (2021 Asian Development Bank).

In addition, the ministry of health would as well, focus on reducing the number of imported cases, initially by quarantining all travelers entering the country within weeks of the first confirmed cases, and gradually, adopting an intensive community and cluster-based contact tracing regime. Contact tracing was done using community surveillance and phone calls to people who had encountered known COVID-19 patients. The goal in contact tracing was the detection and isolation of new cases, to prevent the spread of infection. A contact was determined to be a person who interacted with a laboratory confirmed COVID-19 patient through any of the following ways: living together in the same household with the COVID-19 patient, traveling together with the COVID-19 patient in any kind of conveyance, working together with, or being in close proximity with a confirmed case without requisite PPE (World Health Organization, 2020).

In the face of a dramatic reduction in ridership, governmental regulations and public health fears, public transport service providers worldwide have resorted to limiting their service span, cancelling certain services, and closing selected stations to adapt their operations. (UITP, 2020).

According to Ivy Kristia Padura, (a Philkotse's content writer), every Filipino has had their own fair share of commuting through public utility vehicles in and around the metro. Sometimes, in fact, it's more convenient to ride the public transport as you will have chances to reach destination faster – this is because some of them are smaller than four wheeled vehicles such as the infamous jeepneys and buses. Jeepneys or jeep is one of the staples mean of transportation of every Filipino in the Philippines. A bus is a road vehicle designed to carry many passengers. A tricycle is the second most famous uniquely Pinoy public utility vehicle. This also one great way to showcase Filipino creativity and innovation. It is smaller than the jeepneys so you will find them even in the smallest and skinniest roads and even inside a subdivision. A van is a type of road vehicle used for transporting goods or people depending on the type of van, it can be bigger or smaller than a truck and SUV, and bigger than a common car. A pump boat is an outrigger canoe (14angka) powered by a small gasoline or diesel engine. Smaller pump boats might be powered by the sort of small single-cylinder engine used to drive a water pump. Larger ones are often powered by recycled automobile engine.

## THE PROBLEM

### Statement of the Problem

The main purpose of the study was to evaluate the implementation status of the Covid-19 safety protocols for Public Utility Vehicle (PUV) in the Municipality of Talibon.

Specifically, the study aimed to answer the following questions:

1. What is the profile of the participants in terms of?
  - 1.1. age;
  - 1.2. gender;
  - 1.3. educational attainment; and
  - 1.4. civil status?
  
2. What are the respondent's perceptions on the implementation status of the Covid-19 safety protocols for Public Utility Vehicle in Talibon, Bohol in terms of;
  - 2.1. bus;
  - 2.2 tricycle;
  - 2.3 UV express;
  - 2.4 jeepney;
  - 2.5 pump boat?
  
3. What enhancement scheme can be proposed as an output based on the findings of the study?

## Significance of the Study

This study therefore benefits the following:

**Passengers.** This would provide awareness for safety protocols. Their safety is ensured, and they can help to prevent the spread of transmittal disease.

**Drivers.** The study would provide them with information on the safety protocols that must be followed in their daily work. Hence, ensuring everyone's safety when the transport people to and from their destinations.

**Conductors.** This would teach them to reduce the risk of hazards for the safety of everyone. They could use it in their daily work to help them provide safe travel for their passengers and family as well.

**Community.** The research would assist the community in implementing the rules and regulations for health protocols to reduce disease transmission leading to peaceful and healthy community.

**Future Researcher.** The researchers believe that this study would be useful in providing necessary information about COVID-19 healthy protocols implementation.

**Academe.** The output of this study will remind the school about the safety measures needed to be implement in the school to protect the people working with in.

## RESEARCH METHODOLOGY

This chapter covers the research design that explained the survey method on how the data was gathered. This narrated the research environment that described the respondents of the study. The instruments use in conducting the survey was analyzed, it provides the idea on how data was gathered, treated, analyze, and interpreted. Thus, this gives an overview on how the research methodology was done.

### Design

The researcher employed descriptive research design with quantitative survey method using self-made questionnaire as the gathering tool to obtain the objective response of the respondents. This approach was appropriate to determine the level of the implementation status of the safety protocols implemented in the Public Utility Vehicle of Talibon.

### Environment and Participants

Talibon Integrated Transport Terminal is the research locals of the study. Bus, tricycle, van, and jeep are the vehicles that come and go in this terminal.

Talibon Bohol seaport is being service by V.G. shipping lines with a Talibon – Cebu City route and vice versa. It also plays host to countless outrigger boats coming from the 8 barangays namely; Busalian, Calituban, Cataban, Guindacpan, Mahanay, Nocnocan, Sag, and Suba. Outrigger boats



The study utilized the seventy five (75) participants broken down into fifteen (15) passengers from Bus, Van/UV express, Jeep, Tricycle, Pump boat.

### **Instrument**

The researchers was used a self-made questionnaire anchored from the guidelines/protocols mandated by Land Transportation Franchising and Regulatory Board (LTFRB) and Department of Transportation (DOTr) regulations to safety protocols during the pandemic.

The instrument was composed of two (2) parts; the first part was the profile of the respondents and the second part is the implementation status of Covid-19 safety protocols for Public Utility Vehicle (PUV's) in Talibon Bohol. The level of implementations were based on the scale of (4)-Fully Implemented – Carried out the implementation very effectively, (3)-Partially Implemented – Carried out the implementation averagely, (2)-Rarely Implemented – Carried out the implementation seldomly, and (1)-Not Implemented – Did not carried out the implementation.

### **Data Gathering**

**Asking Permission.** The researcher sought permission from the Campus Director of BISU-Bilar Campus, as well as to the Mayor of Talibon, copy furnished to the management of Talibon Integrated Terminal to conduct a study.

**Procedure.** After the letter was approved, face to face interaction with the participants was used to administer the survey questionnaires. Because interactions with participants were prohibited due to pandemic, the research team adhered to the new normal safety protocols and rules. After completing with the survey, the researcher collected and tabulated the data manually. The data gathered was carefully examined, analyze, and interpreted. The scoring and scaling procedures followed. The scoring procedure was using the scale-type with 4 as Fully Implemented and scale 1 as Not Implemented.

### Statistical Treatment

Frequency and Percentage determined the percentage usually for data on profile.

Formula:  $P (\%) = \frac{f}{N} \times 100$

Where: P (%) = percent

f = frequency

n = number of respondents

100 = constant multiplier

Weighted Mean Score determined the implementation status of the safety protocols implemented in the Public Utility Vehicle of Talibon.

Formula:  $WMS = \frac{4(f_4) + 3(f_3) + 2(f_2) + 1(f_1)}{n}$

Where: WMS = weighted mean score

$f_n$  = frequency of response

n = number of respondents

$f_4$  = frequency of response for fully implemented

$f_3$  = frequency of response for partially implemented

$f_2$  = frequency of response for rarely implemented

$f_1$  = frequency of response for not implemented

Range	Descriptive Interpretation	Point
3.26-4.00	Fully Implemented	4
2.51-3.25	Partially Implemented	3
1.76-2.50	Rarely Implemented	2
1.00-1.75	Not Implemented	1

## OPERATIONAL DEFINITION OF TERMS

The following terms used in the study were operationally defined because they are essential to the understanding of the information presented in the research:

**Emergency Measures** It means the immediate action necessary to alleviate an unexpected situation or sudden occurrence of a serious and urgent nature.

**Transport Operator** It means any employer engages in the business of the transport of freight by road.

**Implementation of Safety Protocol** It is the carrying out, execution, or practice of a plan, a method, or any design, idea, model, specification, standard or policy for doing something.

**Safety Protocol** These are the safety requirements developed in the risk assessment. It is used to ensure that everyone knows the hazards, risks and protective measures needed to perform the procedure.

**Public Utility Vehicle** It is a vehicle owned and operated by an agency or company providing essential services to a property including electricity, telephone, water, sewer, cable, internet, natural gas, heating oil or propane.

## Chapter 2

### PRESENTATION OF DATA AND ANALYSIS OF FINDINGS

This chapter deals with the presentation, analysis, and interpretation of data collected through the questionnaire answered by the 75 respondents who are the passengers of public utility vehicle (PUV) of Talibon, Bohol. This was conducted last November 2021 under alert level 2 which are certain establishments and activities are allowed at 50% capacity indoors for fully vaccinated adults (and minors, even if unvaccinated), and 70% capacity outdoor.

The table in the next page illustrates the response on the problem of the study which determines the profile of the respondents in terms of age, gender, civil status, and educational attainment. **Age.** Most of the respondents generally belong to the age of 21 to 30 (44%) and the lowest belong to the age of 51 above (2.6%). According to a survey carried out by Israel's Central Bureau of Statistics, in 2017, 70% of adults (age 20 and up) take advantage of public transportation, whereas among young people between the ages of 20-24 the rate is much higher: 89%. In other words, 9 out of 10 young people use public transportation. There were many students, soldiers, and other young people who probably fell within this age category. **Gender.** Out of 75 respondents, majority of them were females 54 (72%) and the rest were males with 21 (28%). Women tend to engage in more complex daily journeys than men do and they appear to be more likely to use public transportation. They

usually travel shorter distances and for diverse purposes (shopping, escorting children or elder people, family management, etc.) (CVITAS Policy Note). **Civil Status.** With regards to the civil status, single has the highest percentage of 54 (72%), followed by married with 20 (26.6%), widow 1 (1.3%), and 0% separated. **Educational Attainment.** As for the educational attainment, college level has the highest percentage of 37(49.3%), and elementary graduate has the lowest percentage 1 (1.3%). It implies that most of the respondents are 21-30 years old, female, single, and college level.

**Table 1**  
**Demographic Profile of the Respondents**  
**n=75**

Socio – Demographic	Characteristics	Frequency	Percentage %
Age	20 below	23	30.6
	21-30	33	44
	31-40	8	10.6
	41-50	9	12
	51 above	2	2.6
Gender	Male	21	28
	Female	54	72
Civil Status	Single	54	72
	Married	20	26.6
	Widow	1	1.3
	Separated	0	0
Educational Attainment	Elementary Level	2	2.6
	Elementary Graduate	1	1.3
	High school Level	14	18.6
	High school Graduate	11	14.6
	College Level	37	49.3
	College Graduate	10	13.3

**Table 2** presented the survey result of the passengers in the PUVs. The item “Mandatory wearing of facemask and face shield for the passengers” got the highest weighted mean of 3.80 in Bus, 3.73 in Tricycle, and 3.53 in Jeep. Moreover, item “Mandatory wearing of facemask and face shield for the passengers” and “One (1) meter social distancing is strictly observed” got the highest weighted mean of 3.73 in Pump Boat. Furthermore, the item “Shall a driver or conductor show symptoms of covid-19, he/she shall be prohibited to report to work and must be endorsed to the nearest medical facility by the PUV Operator?” got the highest weighted mean of 3.53 in Van, while the item “Provide the contactless payment, not cash” got the lowest weighted mean of 1.73 in Bus, 2.13 in Tricycle, 2.27 in Van, 1.60 in Jeep, and 2.00 in Pump Boat. Physical or social isolation, quarantining, ventilation of indoor spaces, covering coughs and sneezes, hand washing, and keeping unwashed hands away from the face are on preventive methods. In public faces, the use of face masks or coverings has been advocated to reduce the risk of transmission.

Generally, the table revealed that the Covid-19 safety protocols implemented in the PUVs of Talibon in terms of bus is partially implemented with the total weighted mean of 2.84, in terms of tricycle it is partially implemented with the total weighted mean of 3.08, in terms of Van it is partially implemented with the total weighted mean of 2.98, in terms of Jeep it is partially implemented with the total weighted mean of 2.84, and in terms of Pump Boat it is fully implemented with the total weighted mean of 3.26.

Based from the result of the study, the public utility vehicle of Talibon in terms of bus, tricycle, van, and jeep implemented the Covid-19 safety protocols averagely. Moreover, in pump boat, they implemented the Covid-19 safety protocols effectively.

In line with this, according to Howard Et. At (2020) argue that wearing facemask reduces the transmissibility per contact by reducing transmission of infected droplets as witnessed in both laboratory and clinical context. They state that the use of facemask could be most effective stopping spread of the virus when compliance is high among larger populations. The decreased transmissibility could substantially reduce the death toll and possibly, the economic impact from COVID-19.

**Table 2  
IMPLEMENTATION STATUS OF THE COVID-19 SAFETY PROTOCOLS FOR PUBLIC UTILITY VEHICLE IN  
TALIBON, BOHOL**

Safety Protocols	Types of Vehicle														
	Bus		Rank	Tricycle		Rank	Van		Rank	Jeep		Rank	Pump Boat		Rank
	WM	DI		WM	DI		WM	DI		WM	DI		WM	DI	
1. Mandatory use of face mask and gloves for drivers.	3.00	PI	7	3.00	PI	11.5	3.13	PI	5	3.33	FI	3	3.27	FI	7
2. Disinfecting practices of vehicles, terminals, and even among passengers are also required.	3.20	PI	2.5	2.93	PI	13.5	3.13	PI	5	3.00	PI	7.5	3.60	FI	2.1
3. Mandatory wearing of facemask and face shield for the passengers.	3.80	FI	1	3.73	FI	1	3.07	PI	8.5	3.53	FI	1	3.73	FI	1.1
4. One (1) meter social distancing is strictly observed.	2.87	PI	10	3.20	PI	5	2.93	PI	10	2.87	PI	9	3.73	FI	1.2
5. Providing health protocol forms.	2.40	RI	17	3.13	PI	9.5	2.60	PI	19	2.33	RI	19	3.13	PI	9.1
6. Mandatory checking of body temperature upon entering the terminal or before entering to the vehicle.	2.87	PI	10	2.60	PI	19	3.07	PI	8.5	2.80	PI	10	3.33	FI	6.1
7. Information dissemination on hygiene and sanitation practices has shown to passengers through different media platforms in the terminals and vehicles.	2.87	PI	10	2.87	PI	16.5	3.13	PI	5	2.67	PI	16.5	3.00	PI	10

**Table 3**  
**Summary of the Result**

<b>Public Utility Vehicle (PUV)</b>	<b>Weighted Mean</b>	<b>Rank</b>
1. Bus	2.84	4.5
2. Tricycle	3.08	2
3. Van	2.98	3
4. Jeep	2.84	4.5
5. Pump boat	3.26	1
<b>Total Weighted Mean</b>	<b>3.0</b>	<b>Partially Implemented</b>

**Legend:**

<b>Range</b>	<b>Descriptive Interpretation</b>	<b>Point</b>
3.26-4.00	Fully Implemented	4
2.51-3.25	Partially Implemented	3
1.76-2.50	Rarely Implemented	2
1.00-1.75	Not Implemented	1

## Chapter 3

### SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATIONS

This chapter presents the summary of this study, the findings, the conclusions formulated and recommendations offered based on the findings of the study.

#### Summary of Findings

The data of this study were taken from the result of the inquiry that was made to determine the level of the implementation status of the safety protocols implemented in the Public Utility Vehicle of Talibon during COVID-19 pandemic. It aimed to find out the demographic profile of the passengers in terms of age, civil status, gender, and educational attainment; the level of the implementation status of the safety protocols implemented in the public utility vehicle of Talibon (bus, tricycle, van, jeep, pump boat); and action plan that can be proposed as an output based on the findings of the study to ensure safety and prevent the spread of COVID-19 virus.

The subject of the study were the 75 passengers of public utility vehicle of Talibon, (15 from bus, 15 from tricycle, 15 from van, 15 from jeep, and 15 from pump boat). The descriptive survey method was employed with the aid of the questionnaire. The questionnaires were designed to determine the level of implementation status of the safety protocols implemented in the public utility

vehicles in Talibon during COVID-19 pandemic in terms of implementing the safety protocols of PUVs in Talibon and in order to formulate and propose an action plan to maximize the level of implementation status of safety protocols implemented in public utility vehicle of Talibon.

After the data were analyzed and interpreted the researchers came up with the following findings;

The study revealed that among the 75 respondents, mostly of them was 21-30 years old, females, single, and are college level.

The implementation status of the safety protocols implemented in terms of buses, tricycles, vans, and jeep are partially implemented. It denotes that the bus, tricycle, van, and jeep are maintaining the cleanliness and safety of all areas of the bus in order to ensure passenger satisfaction and overall safety.

Furthermore, the implementation status in terms of pump boat is fully implemented. It indicates that the pump boat is keeping all areas of the pump boat clean and safe in order to ensure passenger satisfaction and overall safety.

## **Conclusions**

Based on the study findings, the researchers reach the following conclusions:

According to the findings, the researchers have concluded that, in light of the ongoing pandemic and government restrictions, the IATF and DOTr develop guidelines for COVID-19 safety protocols to ensure the safety of both passengers and PUV operators.

COVID-19 safety protocols for jeeps, buses, tricycles, and vans were partially implemented. Pump boats, on the other hand, have fully implemented safety protocols.

According to the findings of the study, the mandatory use of face masks and face shields for passengers received the highest rating from 75 participants. Furthermore, the study discovered that the majority of PUVs only partially implement the safety protocols. However, the study discovered that pump boats are the only ones who have fully implemented the safety protocols.

## **Recommendations**

The researchers made the following recommendations based on their data analysis and findings:

The Public Utility Vehicle of Talibon Integrated Transport Terminal may:

1. The management should enhance their revenue-generating strategies in order to maintain the services provided to passengers.
2. The passengers should be a habit to adhere to safety protocols even if no one is looking. Wear a mask and practice social distancing always.

3. The Terminal management should install more hand sanitizing area intended for the passengers and provide sanitizing wipes to sterilize any seat or handle they may come into contact with.
4. The PUV Operators should continue informing the passengers to stay in one place throughout the ride to minimize contact with others.
5. The PUV Operators may consider providing contactless payment is an option worth considering as a way to reduce the number of times cash is handled or credit card is used in a shared machine.
6. The PUV Operators should strictly adhere to the IATF guidelines for the safety of everybody.

### **IMPLEMENTATION STATUS OF COVID-19 SAFETY PROTOCOLS FOR PUBLIC UTILITY VEHICLE IN TALIBON: BASIS FOR ENHANCEMENT SCHEME**

#### **Rationale**

The transportation sector is an important economic industry that deals with the movement of people and goods. Companies such as airlines, tracking, railroads, shipping, and logistics firms, as well as those that provide transportation infrastructure, fall into this category.

In the beginning of the virus's spread, travel and tourism has been one of the most affected sectors, with planes grounded, hotels closed, and travel restrictions imposed. The pandemic has reduced international visitor arrivals to

a fraction of what they were a year ago in the first quarter of 2020. Transportation organizations must ensure that transportation networks remain operational throughout the lockdown measures, striking a balance between reduces operations and providing enough capacity for key workers to practice social distancing.

To continue operations despite virus treatment, the transportation sector must implement safety guidelines and protective measures to ensure safety and prevent infection inside the PUVs.

### **General Objectives**

This proposed enhancement scheme aims to assist Talibon, Bohol's transportation sector in implementing safety protocols during the Covid-19 pandemic, with the following goals in mind:

1. to ensure passenger satisfaction;
2. to ensure safety and to keep the Covid-19 virus from spreading;
3. to re-acquire passengers and increase revenue.

### **Mechanic of Implementation**

The proposed strategies will be presented to the Terminal Management of Talibon, Bohol as well as the Municipal mayor for further analysis and approval of implementation. The comments and suggestions of those authorities will be

taken into consideration for improvement.

### **Schedule of Implementation**

The researchers strongly advise that these strategies be implemented between July and December 2022.

### **Person's Involve**

To achieve the goals of this enhancement scheme, the Talibon LGU's, Municipal Mayor, Terminal Management, and passengers must all be involved.

### **Evaluation Measure**

With the assistance of Talibon, Bohol's Terminal Management, this proposed enhancement scheme will be implemented through the scheduled time frame and even continuously after by the office in charge in Talibon's Terminal and the passengers. The researchers may conduct follow-up and monitoring of the proposed action plan, as well as proper evaluation and investigation.

**Bohol Island State University-Bilar Campus  
Zamora, Bilar, Bohol**

**ENHANCEMENT SCHEME FOR THE IMPLEMENTATION STATUS OF THE  
COVID-19 SAFETY PROTOCOLS FOR PUBLIC UTILITY VEHICLE IN  
TALIBON, BOHOL**

Areas of Concern	Objectives	Activities	Person Responsible
Terminal  Port	<p>To ensure passengers satisfaction regardless the threats of COVID-19.</p> <p>To ensure safety and to keep the COVID-19 virus from spreading.</p>	<p>Orientations and lectures of staffs in approaching and servicing the passengers.</p> <p>Installing hand sanitizers.</p> <p>Posting safety protocols sign boards in terminal.</p>	<p>Talibon LGU Municipal Mayor Terminal Management Municipal Health Personnel</p>
Bus  Van  Jeep  Tricycle  Pump boat	<p>Provide passengers satisfaction.</p> <p>Ensure safety trips to passengers.</p> <p>Raise awareness of COVID-19 virus.</p> <p>Ensure cleanliness and sanitation in the area.</p> <p>Continue following the COVID-19 safety protocols.</p>	<p>Giving some flyers to the passengers about COVID-19 safety protocols.</p>	<p>Staff PUV Operators Municipal Health Personnel Terminal Management LGU</p>

Figure 4. Enhancement Scheme

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## APPENDICES

**APPENDIX A**  
**IMPLEMENTATION STATUS OF THE SAFETY PROTOCOL OF PUBLIC**  
**UTILITY VEHICLE OF TALIBON**

**QUESTIONNAIRE**

Dear respondents, we will ask for your little time to answer our thesis questionnaire. We hope that you will answer it honestly.

**I. DIRECTION:** Please put a check (✓) on the space provided.

AGE:  20 below

21-30

31-40

41-50

51 above

GENDER:  Male

Female

EDUCATIONAL ATTAINMENT:

Elementary Level

Elementary Graduate

High school Level

High school Graduate

College Level

College Graduate

CIVIL STATUS:

single

married

widow

separated

**II.DIRECTION:** Listed below are the given safety precaution and protocols due to Covid-19 pandemic. Please check, the appropriately box of the following Precautionary measures as the level of implementation stated below.

Scale:

Description:

- (4) Fully Implemented (FI) – Carried out the implementation very effectively.
- (3) Partially Implemented (PI) – Carried out the implementation averagely.
- (2) Rarely Implemented (RI) – Carried out the implementation seldom.
- (1) Not Implemented (NI) – Did not carry out the implementation.

Level of Implementation	(FI) 4	(PI) 3	(RI) 2	(NI) 1
1. Mandatory use of face mask and gloves for drivers. (Mandatory nga paggamit ug face mask ug gloves para sa mga drivers.)				
2. Disinfecting practices of vehicles, terminals, and even among passengers are also required. (Kinahanglan usab ang mga pamaagi sa pagdisinfect sa mga sakyanan, terminal, ig bisan sa mga pasahero.)				
3. Mandatory wearing of facemask and face shield for the passengers. (Mandatory nga pagsul-ob sa facemask ug face shield alang sa mga pasahero.)				
4. One (1) meter social distancing is strictly observed. (Ang usa (1) ka metro nga social distancing kay istrikto nga naobserbahan.)				
5. Providing health protocol forms. (Pagpanghatag ug health protocol forms)				

<p>6. Mandatory checking of body temperature upon entering the terminal or before entering to the vehicle. (Mandatory nga pagcheck sa temperature sa lawas sa pagsulod sa terminal o saw ala pa pagsulod sa sakyanan.)</p>				
<p>7. Information dissemination on hygiene and sanitation practices has shown to passengers through different media platforms in the terminals and vehicles. (Ang pagpakatag sa kasayuran bahin sa mga gawi sa kalimpyo ug sanitasyon gipakita sa mga pasahero pinaagi sa lainlaing mga plataporma sa media sa mga terminal ug sakyanan.)</p>				
<p>8. Presence of Security personnel to ensure that the passenger and operators are following of the safety and health protocols. (Ang presensya sa kawani sa seguridad aron masiguro nga ang mga pasahero ug mga operator nagsunod sa mga safety and health protocols.)</p>				
<p>9. Passenger load does not exceed 50% or half of the vehicle's capacity, excluding driver and conductor. (Ang karga sa pasahero dili molapas sa 50% o katunga sa kapasidad sa sakyanan, walay labot ang driver ug conductor.)</p>				
<p>10. Operations for free transport services. (Mga operasyon alang sa libre nga serbisyo sa transportasyon.)</p>				
<p>11. The driver should be shielded from the rest of the occupants by a non-permeable transparent barrier. (Ang driver kinahanglan nga mapanalipdan gikan sa ubang nag-okupar sa usa ka dili permeable nga transparent nga babag.)</p>				
<p>12. Installing hand sanitizing station at the entrances of the terminals. (Pagbutang ug hand sanitizing station sa mga intrance sa terminal.)</p>				
<p>13. Footbaths are installed in all entry and exit points of passengers. (Ang mga foothbaths gibutang sa tanang entry ug exit point sa mga pasahero.)</p>				

14. Provide adequate waste management facilities (waste bins and bin-liners, cans) in the public service vehicles and vehicle parts. (Paghatag sa mga igong pasilidad sa pagdumala sa basura (mga basurahan ug mga bin-liner, lata) sa mga sakyanang pampubliko ug mga parte sa sakyanan.)				
15. Ensuring availability of properly protected/trained waste handlers with gloves, mask, aprons and protective overall where necessary. (Pagseguro nga adunay tama nga mapanalipdad/ nabansay nga mga handler sa basura nga adunay gwantes, mask, apron ug proteksyon sa kinatibok-an kung kinahanglan.)				
16. Ensuring good ventilation and good respiratory hygiene in public service vehicles. (Gisiguro ang maayong bentilasyon ug maayong kalimpyo sa pagginhawa sa mga pampublikong sakyanan.)				
17. Provide the contactless payment, not cash. (Ihatag ang bayad nga walay contact, dili cash.)				
18. All safety officers must regularly examine the driver's and conductor's fitness to work by checking their temperature. (Ang tanan nga safety officers kinahanglan kanunay nga susihon ag kaarang sa driver ug conductor nga motrabaho pinaagi sa pagcheck sa temperature.)				
19. Shall a driver or conductor show symptoms of covid-19, he/she shall be prohibited to report to work and must be endorsed to the nearest medical facility by the PUV Operator? (Kung ang usa ka driver o conductor magpakita ug simtomas sa Covid-19, siya gidid-an nga motrabaho ug kinahanglan nga iendorsosa pinakaduol nga pasilidad sa medisina sa PUV Operator.				
20. Medical and security personnel can be seen in the terminal premises. (Ang mga kawani sa medisina ug siguridad nakita sa mga lugar sa terminal.)				

**APPENDIX B**

## LETTER REQUEST



Republic of the Philippines  
**BOHOL ISLAND STATE UNIVERSITY**  
 Bilar Campus, Zamora, Bilar Bohol  
 Telefax (038) 535-9003

**HON. JANETTE A. GARCIA**

Local Chief Executive  
 Local Government Unit of Talibon  
 Poblacion, Talibon, Bohol

Attention : SIR FERDINAND ARTIAGA  
 Terminal Head  
 Talibon Integrated Transport Terminal

Dear Hon. Garcia,

Greetings!

We, the students of Bohol Island State University-Bilar Campus, Zamora, Bilar Bohol. A fourth-year students taking up Bachelor of Science in Hospitality Management, is required to a research study as a requirement for our thesis subject and requisite for graduation.

We humbly request from your good office a permission to conduct a survey at Talibon Integrated Transport Terminal and choose passengers as our participants. The study undertaken to determine the level of implementation status of safety protocols in the Public Utility Vehicle (PUV) of Talibon.

We are hoping for your cooperation and approval for the success of this matter.

Thank you very much and more power!

Very respectfully yours,

The Researchers  
 (SGD)RONALYN A. ESCLANDA  
 (SGD)MERCEDES E. EVARDO  
 (SGD)JOHN ARIAN A. LAMOSTE

Noted By:

(SGD)VAL VINCENT M. LOSARIA  
 Thesis Adviser

Approved:

(SGD)HON. JANETTE A. GARCIA  
 Municipal Mayor



Republic of the Philippines

**BOHOL ISLAND STATE UNIVERSITY**  
Zamora, Bilar, Bohol



*Vision: A premier S & T university for the formation of a world – class and virtuous human resource for the sustainable development in Bohol and the country.*

*Mission: BISU is committed to provide quality higher education in the arts and sciences, as well as in the professional and technological fields; undertake research and development of Bohol and the country.*

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**COLLEGE OF TECHNOLOGY AND ALLIED SCIENCES (CTAS)**

**MARIETTA C. MACALOLOT, Ph. D.**

Campus Director

Madam:

Good Day!

The undersigned are fourth year college student taking up Bachelor of Science in Hospitality Management at Bohol Island State University, Bilar Campus, Zamora, Bilar, Bohol presently conducted the thesis entitled, **“IMPLEMENTATION STATUS OF THE SAFETY PROTOCOLS OF PUBLIC UTILITY VEHICLE OF TALIBON”** as a requirement for graduation.

In this connection, we would like to request permit from your office to conduct this study.

Thank you and more power.

Respectfully yours,  
**(SGD)RONALYN ESCLANDA**  
**(SGD)MERCEDES EVARDO**  
**(SGD)JOHN ARIAN LAMOSTE**

Noted by:

**(SGD)VAL VINCENT M. LOSARIA**  
Thesis Adviser

Recommending Approval:

**(SGD)ARLEN B. GUDMALIN, Ph. D**  
Dean

Approved by:

**(SGD)MARIETTA C, MACALOLOT, Ph.D**  
Campus Director

## APPENDIX C

### Raw Data

#### Demographic Profile of the Passengers: Bus

Respondents No.	Age	Gender	Educational Attainment	Civil Status
1	1	2	5	1
2	2	2	5	1
3	2	2	5	1
4	2	2	6	1
5	2	2	3	1
6	2	1	3	1
7	4	2	1	2
8	5	2	6	3
9	2	2	5	1
10	3	1	3	2
11	2	2	4	2
12	4	2	6	2
13	2	2	5	1
14	1	2	5	1
15	1	2	5	1

#### Demographic Profile of the Passengers: Tricycle

Respondents No.	Age	Gender	Educational Attainment	Civil Status
1	1	2	3	1
2	2	1	5	1
3	3	2	4	2
4	2	2	5	1
5	3	2	3	2
6	2	2	5	1
7	1	2	5	1
8	1	2	5	1
9	2	2	5	1
10	2	1	5	1
11	2	2	5	1
12	2	2	5	1
13	2	2	5	1
14	1	1	5	1
15	2	1	5	1

### Demographic Profile of the Passengers: Van (UV Express)

Respondents No.	Age	Gender	Educational Attainment	Civil Status
1	1	2	3	1
2	4	2	4	2
3	1	2	4	1
4	1	2	3	1
5	3	2	6	2
6	2	1	6	1
7	2	2	5	1
8	2	2	6	1
9	1	1	5	1
10	1	1	5	1
11	1	1	3	1
12	2	2	5	1
13	1	2	5	1
14	2	2	5	1
15	2	1	5	1

### Demographic Profile of the Passengers: Jeep

Respondents No.	Age	Gender	Educational Attainment	Civil Status
1	1	2	5	1
2	1	2	5	1
3	2	2	5	1
4	3	1	4	2
5	2	2	5	1
6	2	2	5	1
7	1	2	5	1
8	2	2	4	2
9	4	1	4	3
10	1	2	5	1
11	2	1	2	1
12	2	1	4	2
13	3	2	4	2
14	3	2	6	2
15	5	2	6	2

### Demographic Profile of the Passengers: Pump Boat

Respondents No.	Age	Gender	Educational Attainment	Civil Status
1	1	1	5	1
2	1	2	3	1
3	3	2	3	2
4	4	2	6	2
5	3	2	6	2
6	2	2	3	1
7	2	2	5	1
8	3	2	5	1
9	2	2	5	1
10	3	2	4	2
11	3	2	1	2
12	1	2	3	1
13	1	2	3	1
14	2	1	4	1
15	1	1	3	1

#### Legend:

##### AGE

1= 20 below

2= 21-30

3= 31-40

4= 41-50

5= 51 above

##### GENDER

1= Male

2= Female

##### CIVIL STATUS

1= Single

2= Married

3= Widow

4= Separated

##### EDUCATIONAL ATTAINMENT

1= Elementary Level

2= Elementary Graduate

3= High School Level

4= High School Graduate

5= College Level

6=College Graduate

## Implementation Status of Covid-19 Safety Protocols for Public Utility Vehicle in Talibon, Bohol

(BUS)

n=15

Respondent No.	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20
1	2	4	3	4	1	3	1	3	4	1	3	4	1	1	1	3	1	2	4	1
2	2	2	3	2	2	2	2	3	4	2	3	1	2	4	2	1	1	1	4	2
3	3	3	4	3	2	2	2	3	4	4	3	2	2	2	2	3	1	3	3	2
4	4	4	4	3	2	3	3	4	3	3	2	3	3	4	2	3	1	3	3	2
5	4	4	4	3	4	3	4	4	3	4	3	4	4	4	4	4	4	4	4	4
6	4	4	4	3	4	3	4	4	2	1	4	4	4	3	3	4	3	4	2	2
7	3	3	4	2	2	4	4	3	2	1	2	2	2	4	3	4	1	1	4	2
8	2	4	4	4	3	4	4	2	3	3	2	3	2	4	4	1	1	4	4	2
9	4	2	4	2	2	2	2	1	3	3	4	2	2	2	2	4	1	2	2	1
10	1	1	4	4	2	4	3	4	4	3	4	4	1	1	3	2	1	3	2	3
11	4	4	4	4	3	4	4	4	4	4	3	3	3	4	3	3	2	3	4	3
12	3	4	4	3	2	3	2	3	2	3	3	3	2	4	3	4	2	2	2	2
13	4	3	4	3	3	2	3	3	2	4	4	4	3	4	3	4	4	3	4	4
14	3	3	3	2	2	2	2	2	2	2	3	2	1	3	2	3	1	2	3	2
15	2	3	4	1	2	2	3	3	1	3	2	4	2	3	4	3	2	2	3	3

Implementation Status of Covid-19 Safety Protocols for Public Utility Vehicle in Talibon, Bohol

(TRICYCLE)

n=15

Respondent No.	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20
1	3	4	4	4	4	4	4	4	3	3	3	4	4	4	3	4	2	3	3	2
2	3	3	4	3	3	4	3	3	3	2	3	3	2	3	3	3	3	3	4	4
3	2	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4	3	4	4	3
4	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4	4	4
6	2	2	3	2	2	2	2	3	4	2	3	1	2	4	2	1	1	1	4	2
7	2	2	3	2	3	2	2	2	4	3	3	3	2	2	2	3	2	3	4	2
8	1	2	3	4	1	1	1	4	4	1	3	1	1	2	1	2	1	2	4	1
9	4	2	4	2	1	1	1	1	4	1	4	2	2	3	2	4	1	1	2	1
10	4	3	4	4	3	2	3	4	4	3	3	4	3	4	3	4	1	2	4	4
11	4	3	4	4	4	4	3	3	4	3	4	4	3	1	2	2	1	4	4	1
12	3	2	4	4	3	1	4	4	4	4	4	4	3	2	4	4	2	4	4	3
13	3	3	4	2	4	2	2	3	2	3	4	3	3	3	3	3	2	3	3	3
14	3	3	4	3	4	2	3	4	3	4	3	3	3	3	4	3	3	4	4	4
15	3	3	3	3	3	2	3	3	4	2	3	3	2	4	4	4	2	3	3	4

## Implementation Status of Covid-19 Safety Protocols for Public Utility Vehicle in Talibon, Bohol

(VAN)

n=15

Respondent No.	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20
1	2	1	3	2	2	3	3	2	1	3	2	1	4	3	2	4	1	3	2	3
2	2	2	2	2	3	2	3	2	3	2	2	3	3	3	2	2	1	2	4	2
3	4	3	4	4	4	4	4	3	4	2	4	1	4	4	4	4	3	4	4	4
4	4	4	3	4	3	4	4	4	4	4	4	3	4	4	3	4	4	4	4	4
5	4	4	3	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
6	4	3	3	3	3	4	4	4	3	3	3	4	3	4	4	4	3	4	4	2
7	2	4	3	4	2	2	2	2	4	2	2	4	3	3	4	4	2	2	4	2
8	4	3	3	3	2	3	3	3	3	3	3	4	2	3	3	3	2	3	3	2
9	4	4	4	4	3	4	4	4	4	4	3	4	4	4	4	4	4	4	4	4
10	4	4	3	3	3	4	4	4	3	3	3	4	2	4	4	4	3	2	3	4
11	3	4	2	3	2	3	3	2	1	3	3	3	2	3	3	2	3	2	3	4
12	2	2	3	2	3	2	2	3	4	2	3	1	2	4	2	1	1	1	4	2
13	2	4	4	3	2	3	3	4	4	2	3	1	3	3	1	3	1	3	4	2
14	3	3	4	3	1	2	2	2	4	1	2	2	2	3	2	3	1	2	3	3
15	3	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	1	3	3	2

Implementation Status of Covid-19 Safety Protocols for Public Utility Vehicle in Talibon, Bohol

(JEEP)

n=15

Respondent No.	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20
1	1	3	4	4	1	2	2	3	4	1	3	2	2	3	1	2	1	3	4	1
2	4	4	4	3	3	4	2	3	4	3	4	4	3	3	3	4	3	3	4	2
3	2	2	3	2	2	2	2	3	4	2	3	2	2	4	3	1	1	1	4	2
4	4	3	3	2	2	4	3	3	2	4	3	3	4	4	4	2	2	4	3	2
5	4	2	4	3	1	2	2	1	4	1	4	2	2	2	1	3	1	1	2	1
6	3	4	4	3	3	3	3	3	4	3	2	4	3	3	4	3	3	3	4	3
7	3	2	2	3	2	2	2	3	2	4	3	3	2	3	3	2	1	3	4	3
8	3	4	3	2	3	3	3	3	2	3	2	2	2	2	3	3	2	3	4	3
9	3	1	3	2	2	3	3	4	2	3	3	2	3	3	3	3	1	4	4	3
10	4	3	3	2	2	3	3	3	3	4	3	3	4	3	3	4	1	3	4	3
11	4	3	4	3	3	3	3	3	2	4	3	3	4	3	3	3	1	3	4	3
12	4	3	4	3	2	4	4	3	3	4	4	3	4	3	4	3	2	4	3	3
13	4	3	4	3	2	3	3	4	3	3	3	4	3	4	3	4	2	3	3	3
14	4	4	4	4	3	3	3	4	4	2	3	3	2	3	2	2	2	2	3	2
15	3	4	4	4	4	1	2	3	4	1	2	1	1	3	2	1	1	2	2	2

## Implementation Status of Covid-19 Safety Protocols for Public Utility Vehicle in Talibon, Bohol

### (PUMP BOAT)

n=15

Respondent No.	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20
1	2	3	4	4	2	3	2	3	4	3	2	2	3	3	1	3	1	4	4	2
2	3	4	4	3	3	4	3	3	4	3	3	4	4	3	2	2	1	4	1	2
3	2	3	4	4	2	3	2	3	4	3	2	2	3	3	1	2	1	4	4	2
4	2	4	3	4	4	4	4	4	4	4	4	4	2	3	4	4	3	4	3	3
5	4	4	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4
7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4
8	4	4	4	4	4	4	3	3	3	3	3	3	3	3	2	2	3	3	3	3
9	3	2	4	4	2	2	1	4	4	1	1	2	2	2	3	2	1	1	2	2
10	3	3	3	4	2	1	2	2	3	1	2	4	2	4	4	4	1	2	1	3
11	3	3	3	4	2	1	2	2	3	1	2	4	2	4	4	4	1	2	1	3
12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4
13	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
14	4	4	4	4	4	4	4	4	3	1	4	4	4	4	4	4	1	4	4	4
15	3	4	4	2	2	4	2	3	2	2	1	4	3	4	3	3	2	4	4	4

Legend:

4 – Fully Implemented

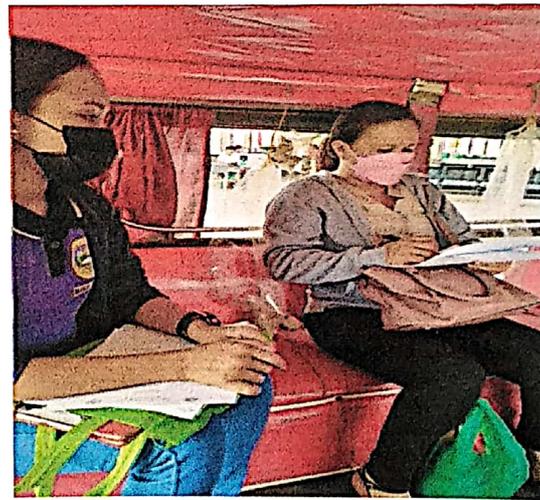
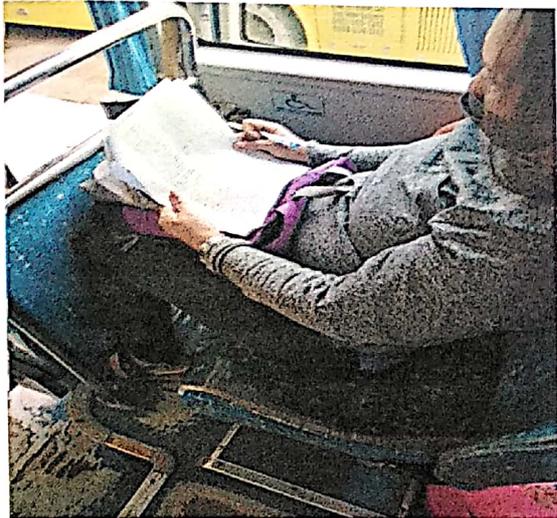
2 – Rarely Implemented

3 – Partially Implemented

1 – Not Implemented

### APPENDIX D PHOTO DOCUMENTATION

Distribution of Questionnaires on the selected passengers of PUV's in Talibon



## CURRICULUM VITAE

### PERSONAL BACKGROUND

Name: Ronalyn A. Esclanda

Age: 21

Address: San Roque, Talibon, Bohol

Date of Birth: February 16, 2001

Place of Birth: GMPH-Talibon, Bohol

Civil Status: Single

Father's Name: Ronquillo Esclanda

Mother's Name: Marina Esclanda

### EDUCATIONAL BACKGROUND

Elementary: North Hills Village Elementary School – S.Y. 2011-2012

Norzagaray, Bulacan

Secondary Junior: President Carlos P. Garcia Memorial High School – S.Y. 2015-2016

San Agustin, Talibon, Bohol

Secondary Senior: President Carlos P. Garcia Memorial High School – S.Y. 2017-2018

San Agustin, Talibon, Bohol

College: Bohol Island State University-Bilar Campus

Zamora, Bilar, Bohol

### ACHIEVEMENTS

National Certificate II Cookery

National Certificate II Bread and Pastry Production

National Certificate II Housekeeping

**MOTTO:** "Time is Gold"



## CURRICULUM VITAE

### PERSONAL BACKGROUND

Name: Mercedes E. Evardo

Age: 22

Address: Busalian, Talibon, Bohol

Date of Birth: July 03, 1999

Place of Birth: Busalian, Talibon, Bohol

Civil Status: Single

Father's Name: Domingo B. Evardo

Mother's Name: Sharon E. Evardo



### EDUCATIONAL BACKGROUND

Elementary: Busalian Elementary School – S.Y. 2011-2012

Busalian, Talibon, Bohol

Secondary Junior: Mayor Catalino Y. Casoyla Memorial High School – S.Y. 2015-2016

Suba, Talibon, Bohol

Secondary Senior: Mayor Catalino Y. Casoyla Memorial High School – S.Y. 2017-2018

Suba, Talibon, Bohol

College: Bohol Island State University – Bilar Campus

Zamora, Bilar, Bohol

### ACHIEVEMENTS

National Certificate II Cookery

National Certificate II Bread and Pastry Production

National Certificate II Housekeeping

**MOTTO:** "Patience is a Virtue"

## CURRICULUM VITAE

### PERSONAL BACKGROUND

Name: John Arian A. Lamoste

Age: 22

Address: Salvador, Sierra Bullones, Bohol

Date of Birth: October 17, 1999

Place of Birth: Salvador, Sierra Bullones, Bohol

Civil Status: Single

Father's Name: Ricardo Lamoste

Mother's Name: Grace Lamoste

### EDUCATIONAL BACKGROUND

Elementary: Sagbayan Elementary School – S.Y. 2011-2012

Sagbayan, Bohol

Secondary Junior: Mabolo National High School – S.Y. 2015-2016

Mabolo, Cebu City

Secondary Senior: Mabolo National High School – S.Y. 2017-2018

Mabolo, Cebu City

College: Bohol Island State University – Bilar Campus

Zamora, Bilar, Bohol

### ACHIEVEMENTS

National Certificate II Cookery

National Certificate II Bread and Pastry Production

National Certificate II Housekeeping

**MOTTO:** "Dreams Don't Work Unless You Do"

