ATTITUDES OF THE DRIVERS AND TRAFFIC ENFORCERS ON THE ANTI-DRUNK PROVISIONS OF REPUBLIC ACT NO. 10586 IN THE PHILIPPINES

ROGER C. PACLING, MSCrim. Mountain Province State Polytechnic College, Philippines

JEZREEL B. VICENTE, PhD Crim. University of Baguio, Philippines

ABSTRACT: *The purpose of this study was to assess the attitudes of the drivers and traffic enforcers on the Anti-drunk provisions of Republic Act No. 10586.Specifically, it deduced into the compliance of the law enforcers to the mandatory alcohol and chemical testing; compliance of drivers to the provision of R.A. 10586 and their responsibilities as drivers; and lastly, the level of acceptance of the LTO officers, police officers, and drivers on the penalties as provided in R.A. 10586. The study was conducted in May to December 2015 at Bontoc, Mountain Province, Philippines. This study made use of a descriptive-evaluative method of research. The respondents were composed of 230. Involved in the study were eight (8) LTO Officers, 18 Police officers, 164 Public Utility Vehicle drivers(PUV), and 40 Private Vehicle Drivers (PVD). The salient findings of the study include the following: On the level of compliance of drivers and officers, it was found to be "less complied," and on the level of acceptance among the 230 respondents on the penalties, it was found out to be "less accepted." The result of the study suggests that 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.*

KEYWORDS: *Compliance, acceptance, public utility vehicle (PUV) drivers, private vehicle drivers (PVD), LTO officers, police officers*

I. INTRODUCTION

Land Transportation makes things possible because it provides convenience to man. However, there arealso adverse effectsof transportation, such as accidents, deaths, and property damages. There fore,to address the problem, laws should be introduced (Litman,

2015).In the United States, Dagat (2013) claimed that every day, almost 30 dies in anaccidentcaused by alcohol-impaired drivers. This figure amounts to one death every 48 minutes and the estimated annual cost ranging more than $51 billion. According to the United Nation's (UN) Secretary-General Kofi Annan (United Nations Report, 2009),despite enormous improvements in the road, nearly 1.2 million people are killed every year. However, acar accident can be prevented by enforcing the law strictly, including the law on Driving Under the Influence of Alcohol (DUIA).

As detailed by Ramsell(n.d.), adriver is considered as being under the influence of liquor if he is operating the vehicle whilehis mental or physical abilities are impaired. The driver's inability to think and act with due care causes the impairment. Hesays, too, that credible testimony coming from the arresting officer that the driver is drunk is very relevant.

According to a survey conducted by the World Health Organization (WHO) in 2013 and 2015, road injury is the 9th cause of death. Death is about 1.3 million, and it is the death that is non-health related (Rosadiuk, 2013). The roadways in Illinois, USA, continue to be among the safest due to the government's tough laws on drunk driving. Similarly, the driving privileges of the drivers will be automatically suspended if they refuse to complete the test on DUI(White, 2015).

According to Jordan (2007),the laws on DUIA varies from one country to another. In Turkey, they punish drunk drivers by taking them 20 miles from their town and making them walk back with a police escort. In Malaysia, the wife of drivers will also be incarcerated. In some countries, drunk driving is punishable by death. A first-time offense in El Salvador leads to execution by firing squad.

Driving under the influence of alcohol (DUIA) is the act of operating a motor vehicle when a driver's Blood-Alcohol content has reached the level of intoxication. In Virginia, the law enforcers are the ones who determine the probable cause that a driver is under the influence of liquor. The law enforcer also has to conduct the field sobriety test and breathe analyzer test. After the conviction of the driver, he is fined, and his license is revoked. The vehicle is also impounded (Brindley, n.d.).

In Washington, the government is combating drunk driving for safer roads. The National Highway Traffic Safety Administration's (NHTSA'S) survey found out that using alcohol while driving dropped by nearly one-third since 2007(Trowbridge, 2015).

In Italy, their penalties for violation of driving under the influence gets stiffer and stiffer. They confiscate the vehicles to prevent the escalation of accidents. The stiffer penalties and information dissemination recorded a 33 percent reduction in accidents (Jontz, 2008).

The penalty in the United States varies from which state the drivers belong. The state of Arizona is the toughest on the first-time offender since they require the driver immediately to have a mandatory interlock ignition system, including numerous fees amounting to $1850. In all of the 50 states, they require the ignition interlock system for offenders who are incorrigible (Leder,2012).An ignition interlock device is a breath-testing machine connected to the wiring in the car. This instrument prevents the car from starting. The horn will blow if alcohol is on the breath of the driver.

The Insurance Information Institute (III, 2015) in 2012 reported that 10,336 people die in analcohol-related incident, and it decreases in the year 2013 due to information dissemination. In New Mexico, the Supreme Court as of 2012 allows circumstantial evidence as sufficient to support the verdict of the judge. According to the study of Zhao, Zhang, and Rong (2014) alcohol affects the driver's attitude, perception, reaction, and how to control the steering wheel. In the same study, they discovered that accident is twice likely to occur even with a small intake of alcohol. In most of the states of US, like Alabama, New Jersey, Utah, and West Virginia, they require violators of drunk driving to install the interlock device. The interlock device will not start the engine if the driver does not pass to the breath analyzer machine (National Conference of State Legislatures [NCSL], 2012).

In the United States, deaths are not only caused by drunk drivers but rather, people die because of falls, fires, alcohol overdose and health-related deaths. Nevertheless, because of increased public information dissemination, enforcement, and treatment of

offenders, alcohol-related accidents were minimized for about 48.5% (National Council on Alcoholism and Drug Dependence [NCADD], n.d.).

Driving under the influence of liquor is alarming. The number of death fatalities is roughly the same as the number of homicides. However, most of the alcohol-related accidents were made by the first-time offender. In Texas, drivers can be stopped and cited for impaired driving regardless of BAC. Under the laws of Texas, impairment begins with the first drink. Gender, body weight, age, some drinks consumed, and the amount of food in one's stomach affect the body's ability to handle alcohol (Brindley, n.d.). The Blood Alcohol Content (BAC) of .05 typically two or three drinks can impair driver's perception (Scott, Emerson, Antonacci, & Plant, 2006).

The Law Offices (2015) stated that starting in June of 2008, the Brazilian Government adopted one of the strictest DUI laws in the world. The BAC of .02 percent or higher compared with .08 in the US is considered drunk and fined $400, suspended, or given jail time. The vehicle is also impounded.

According to Fox (2015), in Washington, if the driver's BAC is.08 percent, he spends one year in jail, fined $5,000,and his vehicleis impounded. The vehicle has to install an ignition interlock device at the expense of the driver for it to be released. In other states like Arizona, their law enforcers determine if probable cause exists, and they conduct the tests. All DUI offenders in Arizona are required to install anointer lock device in their vehicle at their expense (Brindley, n.d.).

Blood Alcohol Content (BAC) is the percentage of alcohol in the driver's blood, and it is the most common method of measuring one's drunkenness. The effect of alcohol varies to the alcohol content of the person. In Brazil, the zero-tolerance law on DUI has resulted in a 34% drop in cases in the first year of implementation (Law Offices, 2015).According to Viridis (n.d.), in Sweden, drivers can be convicted if their BAC is over 0.02. They will be fined based on their bank account. The proceeds of conviction will be donated to an alcohol treatment program.

According to Hingson and Winter (2003), the Blood Alcohol Concentration (BAC) of a driver can be affected by his or her drinking rate, body's absorption, and metabolism of the alcohol. They stressed that alcohol is distributed throughout all the watery parts of the body, which are part of the BAC measurement.

An organization known as (MADD) achieved their goal to reduce drunk driving through the introduction of harsh punishment for the deterrence of offenders, including raising public disapproval of drunk driving (Hanson,2014).

The first recorded arrest regarding the drunken driving case was in 1897 in London. George Smith crashed his cab into a building and later pled guilty.Hewas fined 25 shillings. Similarly, the first state in the US to enact a law regarding the prohibition of drunk driving was New York. The law took effect in 1910. In 1936, Dr. Rolla Harger, a professor of biochemistry, invented the Drunkometer, an instrument that led to the creation of the breath analyzer (Kelly, 2014).

In England, Scotland, and Wales, their law enforcers are armed with breath testing devices for suspected drunk drivers. In Germany, Australia, and New Zealand, they patterned the uses a similar strategy on the use of breath analyzers. The campaign on the use of breath analyzer resulted in the positive finding of drivers on DUI for about 465(GMT, 2012).

According to the law in El Salvador, drivers can be convicted regardless of their Blood Alcohol Content (BAC). The conviction results to license suspension and seizure of the vehicle (Viridis,n.d.). The new provision of DUIA in Japan BAC is .08 percent. The consequences are incarceration with hard labor for five years or a fine not exceeding 1,000,000 yen. Their laws also punish persons providing liquor to the driver. The passengers may also be punishedwith the same penalty as the drivers. If the driver refuses to undergo the sobriety test,he will meet be penalized (Republic Act No. 10586, n.d.).

In the Philippines, driving under the influence (DUI) remains a serious problem. It has claimed the lives and limbs of victims annually. The Land Transportation Franchising and

Regulatory Board (LTFRB) in 2011 showed that out of the 86,602 vehicular accidents recorded, and three percent were alcohol-related cases (Senate of the Philippines, 2013).

Tolentino pointed out that in the Philippines, drinking and driving have become a norm. Drunk drivers are confident that they are sober enough to get home, and the realization of the truth comes a little too late. These drivers are not afraid because their actions have no immediate consequences (Horario, 2013).

Before the year 2013, there was no specific law that directly deals with drunk drivers; the existing statute that punishes DUIA is the Land Transportation Code of the Philippines (R.A. 4136). This law punishes drunk drivers. However, the penalty is very light. The fine amounts to 5,000 to 6,000 pesos. Hence, to address the demand for a stricter and deterrent penalty, Congress passed the law (Brabante, 2011). According to Herrera (2013), the law punishing drunk driving before was only an ordinance then it became law.However, the implementation is very lax. A week after RA 10586 took effect, the personnel of Davao Traffic Management Center (TMC) admitted that they were not ready to implement the law. The personnel to implement the DUI have not yet undergone training,and equipment such as the breath analyzer test was inadequate. This wasone of the reasons for non-implementation (Fenequito, 2015).

Biangdan's (2013) studyfound that the police sometimes comply with traffic laws. They comply with the law when drivers are caught for a traffic violation or when the drivers get involved in an accident, where detection of alcohol consumption is determined.Francis Tolentino, the chairperson of the Metro Manila Development Authority (MMDA), stated that March 12 would be the start of the use of Alcohol Breath Analyzer Tests to all motorists. Furthermore, the report of MMDA stated that most major vehicular incidents happen during the midnight to 6 a.m. The Limit Blood Alcohol Content(BAC) for a non-professional is 0.05 percent, while a professional driver is 0.01 percent (Frialde, 2014).In 2012,based on statistics from the Philippine National Police-Highway Patrol Group (PNP-HPG), an average of 227 road accidents per day was reported. The top cause of road accidents in the country was drunk driving ("MoneyMax.ph," 2014).

The passage of the law on RA 10586 was reinforced by another law known as the Anti-drunk and Drugged Driving Act of 2012 (Senate Bill No. 3365) passed by Senator Honasan (Horario, 2013).

Studies have shown that the effects of alcohol vary greatly as the rate of absorption is affected by factors such as weight, amount of fat tissue, and stomach contents. Alcohol is processed differently by women and men, and even if they drank the same amount or have the same weight, women are more likely to be impaired (Witherspoon, 2010)

Alcohol impairment is dangerous. The higher a person's BAC is, the greater is the driver's probability of being involved in a car accident. Drivers with BACs above 0.15 percent have a very high risk of dying in a crash. Alcohol is a central nervous system depressant, and it can impair driving skills, braking, and swerving (Sminkey, 2010). According to Joshua Alim councilor of Iloilo City, he was alarmed to the report of Iloilo City Emergency Responders (ICER) that recorded a total of 849 vehicular accidents. That on the recorded accident, it is estimated that 95 percent are believed to be under alcohol. The LTO law prohibits Driving under the influence of alcohol (DUIA). However, the penalties were light. Few drivers were getting arrested in DUIA because there was no standard procedure to identify drunk drivers (Sorsano, 2014).

Traffic enforcement ensures that the laws are obeyed by the people as an element of the traffic system. Those who transgressed is punished. Enforcement is based on the assumption that not all road users will adhere to the specified traffic rules and regulations and may need to be encouraged, educated (Delizo, 2004). O'Connor and Llanes (2014) pointed out in their study that, in the Philippines, alcohol consumption is positively associated with camaraderie and communal bonding and used as a device for stress relief. The accessibility of alcohol and media depiction of alcohol is one of the reasons for numerous addicted drunk drivers. According to statistics from the Philippines National Police-Highway Patrol Group (PNP-HPH), road accidents are one of the leading causes of death. In 2012, there is a total of 227 road accidents per day, and the top cause is drunk driving ("MoneyMax.ph," 2015).

According to the report of Inquirer (2012), it was stated that the Metro Manila area, specifically Quezon City, is one of the deadliest places both for motorists and pedestrians. The southern part of Manila, which includes Makati City, is the second deadliest places.

In Mountain Province, as per records by the Philippine National Police, driving under the influence of alcohol has 49 incidents that are the main cause of road accidents (Bontoc Police Station Records, March 14, 2015). With the aforementioned terrible effects of car accidents specifically on DUI, this made the researcher motivated to conduct a study on the implementation of anti-drunk and drugged law in Bontoc, Mountain Province.

Furthermore, it is visualized that the result of this study will help the people in the community to be free from any misgiving/doubts if they are transporting from one place to another having their work there. Similarly, it will also lessen the occurrences of an accident by the result of the study and through some recommendations.

The findings of this study would benefit the people in the community by making them aware of the effects of drunk driving so they can provide solutions to it.The findings derived from this study may prove beneficial to the LTO Office in their implementation of the anti-drunk driving act.This study also provides some insight to drivers on the penalties for violation of the law and to caution those drunk drivers not to violate the law. Lastly, this study will provide concerned academicians in the Philippines some additional knowledge about the law that may supplement their lessons.

Theoretical/ Conceptual Framework

Hedonism theory. This theory explains that people choose to obey or violate the law after calculating the gains they will receive. If the people receive more pleasure than the pain, then they will commit a crime. However, they will abstain from violating the law if they think that the pain is more than the pleasure (Quackenbush*, 2011). This is true to traffic violations where violators such as drivers or pedestrians assess the situation before committing a crime or a misdemeanor.*

Deterrence theory. This theory states that people choose to obey or violate the law after calculating the gains and consequences of their actions. General deterrence explains the prevention of crimein the general population, by punishing drivers operatinga motor vehicle under the influence of liquor or drugs (Cullen& Wilcox, 2010). On the other hand, specific deterrenceis designed—by the nature ofthe prescribed sanctions—to deter only the individualan offender from committing that crime in the future.For instance, a drunk driver would be deterred from driving under the influence of liquor because of the unpleasant experience he/she suffered from being arrested before (Di Tullio, 2010).

Low profile theory. This theory states that in the absence of traffic enforcers patrolling or roaming the streets,there will be a great probability for the drivers and pedestrians not to comply with any traffic law. On the other hand, in the presence of visible police officer roaming around will pose psychological fear to drivers (Manwong, 2012).

Social contract theory. This theory is as old as philosophy itself; it states that the people's moral and political obligations are dependent upon a contract or agreement with them to form the society in which they live. Therefore, people in the society must abide by the law on drunk driving and accept the penalties attached to the law for the safety of the people (Tania, 2014).

Choice theory is the belief that individuals choose to commit a crime, looking at the opportunities before them, weighing the benefit versus the punishment, and deciding whether to proceed or not. Therefore, violators of drunk driving weigh the benefits, so they must accept the punishment. This theory explains that operators of vehicles, as well as pedestrians, are arational being and make adecision in themselves rationally.

Legally, the provisions of RA.10586, specifically Section 2, states "the Constitution recognizes the protection of life and property of people and the promotion of the general welfare. The state has to penalize and inculcate the safe standards of driving for those driving under the influence of liquor."Wherefore in realizing the law, "The Land Transportation and Traffic Code of the Philippines" (R.A. 4136) specified the various

requirements in the operation of motor vehicles. In the same manner, the LTO implements traffic rules and penalties for non-compliance (Agaton, 2000).

The Republic Act 10586, otherwise known as the Anti-Drunk and Drug Driving Act of 2013, served as the legal framework of the study. R.A. 10586, or the DUI Law, prohibits driving a motor vehicle under the influence of drugs and or alcohol. The DUI law is based on the incidents of alcohol-related accidents where injuries, death and property damages occur. Under the law, the LTO officers and Police officers are the implementers, from the time the drunk driver will be arrested until penalization. Likewise, the LTO should enforce the law without bias and shall practice the legal maxim "dura lex sed lex" (the law maybeharsh, but it is the law).In jurisprudence, the court holds that the driver's intoxication is considered culpable negligence (Wright vs. Man. Electric Co. 28 Phil.122).The Civil Code of the Philippines states that a typical driver is bound to carry the passengers safely as far as human care and foresight can provide and without any intoxicating beverages while driving (Paras, 1996).

On May 27, 2013, the Senate approved Republic Act No. 10586 (R.A., 2013). This law imposes heavy penalties on drivers driving under the influence of alcohol or drugs to lessen vehicular accidents in the country. The deputation of law enforcers in the Philippines depends on the police officer if he wants to be assigned to implement the DUI law. In the same manner, police officers who want to be assigned need to undergo training on the process of implementing the law (R.A., 2013).The main feature of the law is the imposable penalty ranging from Php 20,000.00 toPhp 500,000.00 thousand. The penalty depends on the gravity of injuries and the driver's percentage of alcohol intake. The penalty imposed will be fine, or confiscation, or revocation of driver's license depending on how many times the driver was caught (Cairo, 2013).

Driving under the influence of alcohol in the Philippines (DUIA) refers to the act of operating a motor vehicle while the driver's blood alcohol concentration Blood Alcohol Content) level has reached the level of intoxication. The determination of the BAC of the driver can be done after he/she undergoes a breath analyzer test.

The drunkenness of the driveris determined by the Deputized Law Enforcement Officer (LEO) if probable cause exists. After the LEO established the probable cause, the officer will conduct the onsite field sobriety test that is for preliminary test and the confirmatory test with the aid of breath analyzer test. Probable causes include traffic offenses like lane straddling, making sudden stops, over speeding, swerving, or weaving (Lopez,2015).

If the driver passes the entire three (3) field sobriety test, the driver shall be apprehended for other violations. However, if the driver fails one of the tests,he will undergo the confirmatory test using the breath analyzer test.The breath analyzer is an equipment used to determine the blood-alcohol content of the driver by testing the Driver's breath. A driver of a motor vehicle who declines to be tested will be penalized by confiscation and automatic revocation of driver's license.

The field sobriety tests are standardized test to assess and determine the intoxication level initially. The test is done through the eyes horizontal gaze nystagmus. In this test, the light passes through the eyes of a suspected person. The blinking of the eyes many times indicates intoxication.The walk-and-turn test entails walking nine steps from heel to toe and returning to the original position without difficulty in walking.The one-leg stand requires the driver to stand on either right or left with both arms on the side,raising his foot about six (6)inches off the ground for 30 seconds.

After the field sobriety test, breath analyzer and chemical testing can be done as confirmatory test for drunk drivers. This test involves testing the breath, saliva, urine or blood to determine the blood alcohol concentration of a person.

Research Paradigm

Figure 1 presents the paradigm of the study. The researcher selected certain provisions of RA 10586, particularly those that pertain to the mandatory alcohol test and chemical testing, the responsibilities of the drivers, and the penalties for violating the DUI law, as the main topics of the study. The researchers believe that for the DUI law to work

and be effective, the law enforcers must implement mandatory alcohol test and chemical testing. The drivers are the target of the DUI law. Hence, they should perform their responsibilities. Both the drivers and the law enforcers should be open also to the sanctions given for those who violate the law. In this study, the researcher used questionnaires and interviews as his methods of gathering data to determine if the law enforcers are complying with the mandatory tests and if the drivers are complying with their responsibilities. The same tools were used to determine if the drivers and the law enforcers accept the penalties imposed. The significant differences in their perceptions were determined through a t-test and ANOVA. The final output of the study is data pertaining to the compliance of the drivers with the mandatory tests and the drivers with their responsibilities, and data regarding the acceptance of the drivers and the law enforcers of the penalties.
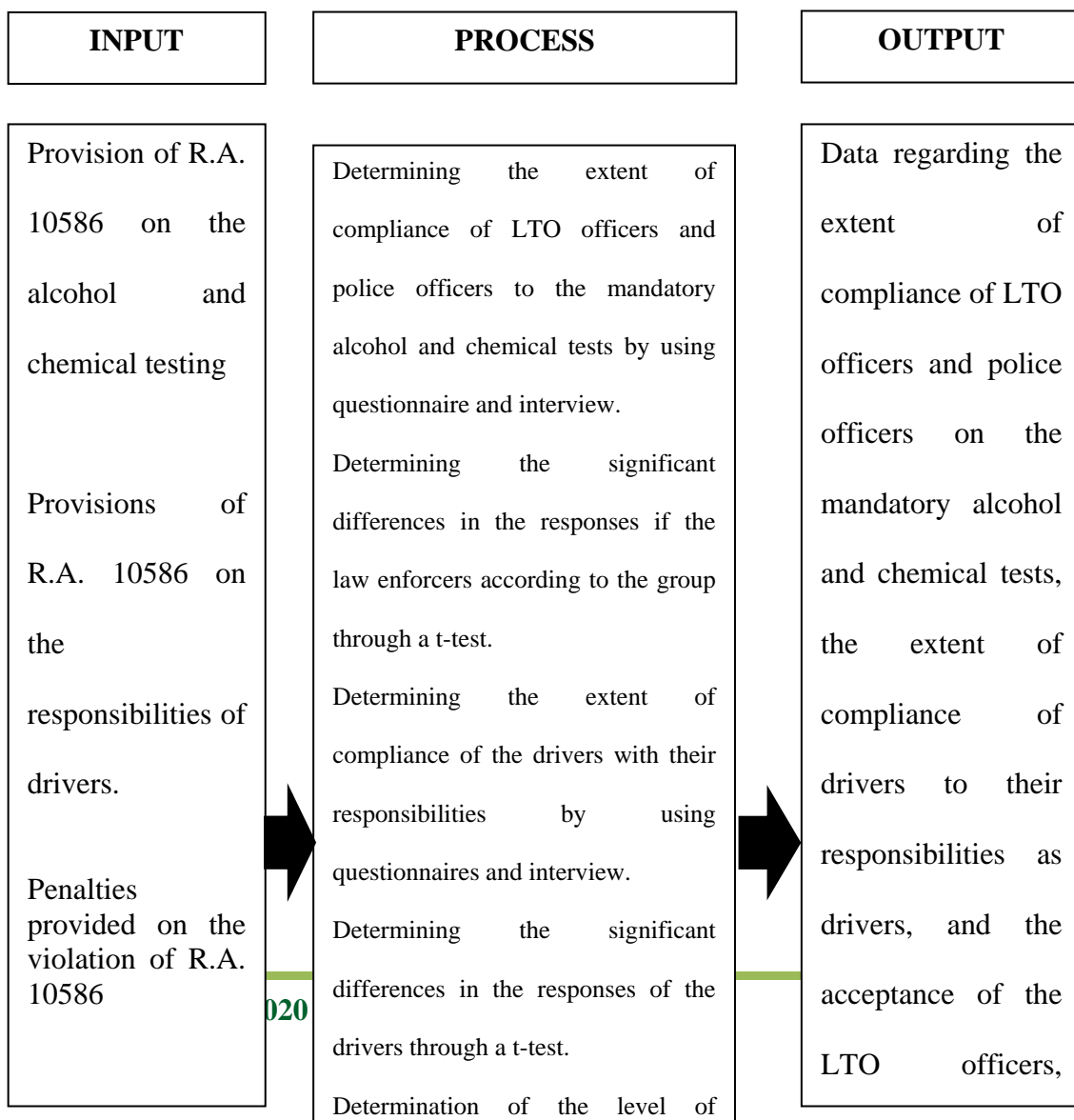
INPUT	PROCESS	OUTPUT
Provision of R.A. 10586 on the alcohol and chemical testing Provisions of R.A. 10586 on the responsibilities of drivers. Penalties provided on the violation of R.A. 10586	Determining the extent of compliance of LTO officers and police officers to the mandatory alcohol and chemical tests by using questionnaire and interview. Determining the significant differences in the responses if the law enforcers according to the group through a t-test. Determining the extent of compliance of the drivers with their responsibilities by using questionnaires and interview. Determining the significant differences in the responses of the drivers through a t-test. Determination of the level of	Data regarding the extent of compliance of LTO officers and police officers on the mandatory alcohol and chemical tests, the extent of compliance of drivers to their responsibilities as drivers, and the acceptance of the LTO officers,

Figure 1. **Paradigm of the Study**

STATEMENT OF THE PROBLEM AND HYPOTHESES

The study aimed to shed light on the implementation of the provisions of RA 10586 regarding the mandatory tests, responsibilities of drivers, and the penalties by the LTO officers, police officers, and drivers in Mountain Province. Specifically, it sought answers the following questions:

1. What is the extent of compliance of the law enforcers to the mandatory alcohol and chemical tests?

    1.1 Is there a significant difference in the extent of compliance of the law enforcers to mandatory alcohol and chemical tests?

    Hypothesis: There is no significant difference in the extent of compliance of law enforcers to the mandatory alcohol and chemical tests.

2. What is the extent of compliance of drivers to the provisions of R.A. 10586 regarding their responsibilities as drivers?

    2.1. Is there a significant difference in the extent of compliance of drivers to the provisions of RA 10585 regarding their responsibilities according to group?

    Hypothesis: There is no significant difference in the extent of compliance of drivers to the provisions of RA 10586 regarding their responsibilities according to the group.

3. What is the level of acceptance of the respondents onthe penalties provided in R.A. 10586?

3.1   Is there a significant difference in the level of acceptance of the respondents on the penalties provided in R.A. 10586, according to the group?

Hypothesis: There is no significant difference in the level of acceptance of the respondents on the penalties provided in R.A. 10586, according to the group?

II. DESIGN AND METHODOLOGY

Research Design. This study used the descriptive survey method in assessing the compliance of the law enforcers to the provisions of RA 10586 regarding the mandatory tests to be done to drivers suspected of driving under the influence of liquor and the compliance of the drivers to their responsibilities. It was also used to determine the acceptance of the drivers and law enforcers on the penalties imposed.

Population and Locale of the Study. Three groups comprised the respondents of this study. They were the LTO officers based in Mountain Province, police officers deputized to enforce the law, and drivers. The drivers were also grouped into public utility vehicle drivers and private vehicle drivers. The study was conducted in Bontoc, Mountain Province, which is part of the Cordillera Administrative Region (CAR). CAR is located on the north midland portion of Luzon with ten (10) Municipalities. The researchers took the entire population of LTO officers in Mountain Province. Therewas a total of 18 police officers who served as respondents. The driver respondents were composed of which there were 164 Public Utility Vehicle (PUV) drivers and 40 Private Vehicle Drivers (PVD). The total enumeration was applied to PUV drivers, but quota sampling was applied to PVDs.In choosing the respondents for the LTO officers, the members who have less than 1-year experience were excluded in the study. Respondents for the police officer were only the deputized police officers chosen by the LTO office. Drivers covered in this study were the drivers of Bus, Jeep,and Van coming from the different municipalities of Mountain

Province.The PUV drivers were those who had professional driver's license and driving yellow plated vehicle with black painting, white background black painting, and the last plate with white background black painting. The private vehicle drivers were those issued non-professional driver's license and driving green-plated vehicles is green with black painting.Bontoc, Mountain Province is chosen as the site for the study because, based on the data taken from the records of the Police Regional Office Cordillera, the place has a relatively high rate of driving under the influence of alcohol. There were 49 incidents in the year 2014-2015. The main cause of road accident was driving under the influence of alcohol. The drivers covered in the study were those driving within the boundary of the Province, and their main destination is Bontoc, considered as the center of Mountain Province. The study focused only to "drunk driving," and it does not include drivers who are under the influence of drugs since, based on the data taken from the Bontoc, Police Station, there were no records proving that drivers are using drugs while driving.

Table 1. *Population of the Study*

Group of Respondents	Number of Respondents	Percentage
1. Land Transportation Office Personnel	8	3.5
2.Police Officers	18	7.8
3. Drivers		
a. Public Utility Vehicle	164	71.3
b. Private Vehicle Drivers	40	17.4
Total	**230**	**100**

Data Gathering Tools. This study utilized a questionnaire as the primary data gathering tool. The researcher conducted informal interviews to supplement the information derived from the tool. The questionnaire was validated by the panel members during the defense. The indicators in the questionnaire checklist were obtained from the provision of R.A 10586.The questionnaire was subjected to reliability testing to 30 drivers in

Baguio City. Using the split-half method, the coefficient correlation between the odd-numbered set and. The Spearman rho was used to compute the even-numbered set. The computed correlation coefficient was 0.854 which means that there was high consistency in the responses of the paired members. The derived value indicates that the tool is reliable. A questionnaire for the law enforcers was used to answer specific problem number 1 on the extent of compliance of LTO officers and police officers to the mandatory alcohol and chemical testing. A separate questionnaire was given to the drivers to address specific problem number 2 on the level of their compliance with their responsibilities. The same set of questions was answered by the three groups regarding their acceptance of LTO officers, police officers, and drivers to the penalties as provided in R.A 10586.The findings of the two problems were used to come up with a program designed to enhance awareness of the respondents on the law.

Data Gathering Procedure. The researchers, after being granted permission to conduct this study, forwarded a written correspondence to the head of the LTO office, head of drivers, and the Chief of Police (COP) of Bontoc, Mountain Province on August 4, 2015, for their approval. Upon approval, the researcher personally administered the questionnaires to the respondents to ensure full understanding through interaction and discussion of the legal parameters. The researcher used the vernacular in conversing with the respondents, specifically the drivers. The researcher also personally gathered the data to ensure l00%retrieval. He explained to the respondents the purpose of the study and assured them of the confidentiality of the gathered data.The data gathering was conducted from July 15, 2015, to September 14, 2015. Questionnaires and interviewswere distributed and conducted to the eight (8) personnel of the LTO, 164 public vehicle drivers, 18 police officers, and 40 private vehicle drivers using quota sampling.

Treatment of the Data

Weighted mean was used to determine the level of acceptance and compliance of LTO officers, police officers, and drivers on the provisions of R.A.10586. The T-Test and Analysis of Variance (ANOVA) were used to determine significant differences in the responses of the respondents. The statistician utilized the Statistical Packages for Social Sciences (SPSS) licensed to the University of Baguio.

III. RESULTS AND DISCUSSION

Extent of Compliance of Respondents to the Mandatory Alcohol and Chemical Tests

This section presents the results of the compliance of the respondents to the mandatory alcohol and chemical tests. Table 2 presents the compliance of law enforcers to the mandatory alcohol and chemical tests provided under R.A. 10586.

Table 2. *Extent of Compliance of the Law Enforcers to the* **Mandatory Alcohol and Chemical Tests** *(N=26)*

Indicators	Mean	VI
1. Determining if the driver is under the influence of liquor through horizontal gaze nystagmus test.	1.71	NC
2. Determining if the driver is under the influence of liquor through walk and turn test.	1.72	NC
3. Determining if the driver is under the influence of liquor through one-leg stand test	1.73	NC
4. Determining if the driver is under the influence of liquor through Breath analyzer test.	1.44	NC
5.subjecting a driver of a motor vehicle involved in the loss of human life or physical injuries for chemical testing	3.14	MC
6. Requiring the driver driving under the influence of liquor to provides samples like saliva, urine, and blood test to determine the blood alcohol content of the	2.52	MC

person.		
7. Verifying the presence of alcohol in the blood of the driver through a breath analyzer test	1.54	LC
8. Subjecting a driver of a motor vehicle involved in the loss of human life or physical injuries shall be subjected to confirmatory drug test as mandated under RA.9165 to determine the presence of drug in the human body	3.08	MC
Area mean	**2.11**	**LC**

As gleaned from Table 2, the overall compliance of the law enforcers to the mandatory alcohol and chemical tests is "less." Evidence of this is the area mean of 2.11, which shows that law enforcers are reluctant to implement R.A. 10586 in Mountain Province. The result may be due to the circumstances that a similar ordinance is in effect in the province. The ordinance is entitled "An ordinance adopting a transport and traffic code of Bontoc 2008."

The compliance of the law enforcer on the mandatory alcohol and chemical test is low. According to the interview conducted by the researcher with one of the police officers, alcohol test is not yet being done because a "breath analyzer" is not yet available in their office. Such implies that the compliance level of the law enforcers is affected by the absence of a technology to use.

The result contradicts the idea of traffic enforcement which states that the laws are obeyed by the people, and those who transgressed are punished. Enforcement is based on the assumption that not all road users will adhere to the specified traffic rules and regulation and may need to be encouraged and educated; therefore, law enforcers should also encourage themselves to comply with the provision of the law (Delizo, 2004). In the event that law enforcers do not comply with the law, there is the likelihood that the people will not also comply.

Biangdan (2013) found out that the Police sometimes implement the law. They implement the law when drivers are caught for a traffic violation or in most cases when the

drivers get involved in an accident, where detection of alcohol consumption is determined. This situation shows the relativity in the implementation of the law.

The result is also related to the concept of command responsibility in the PNP organization. The command/order coming from superior officers must be obeyed by their subordinates. In this case, the law enforcers are the subordinates of the government who are tasked with implementing the law. If they do not comply with the mandates of their job, drunk driving will persist.

It is also a practice in the Philippines that if a law is approved, the implementation is hard because the funds are not available. It is a known fact that funding is necessary to make any program work. The technologies for chemical testing and breath analyzer are expensive, but they are necessary if the law has to be implemented.

Police claimed that the penalties are very high; that's why they do not implement the law. Nevertheless, the law enforcer should adopt and practice the legal maxim "dura lex sed lex" (the law may be harsh, but it is the law) because they are the enforcers.

Table 2 also shows that indicators number 1, 2, 3, and 4 are rated "not complied" by the law enforcer. In an interview with the head of the LTO, Bontoc, on July 15, 2015, the test that is supposed to be used under the R.A. 10586 is not applied yet because the police and LTO officers have not yet undergone training on its use. In the same manner, the only lone breath analyzer had just been purchased.

Indicators 5,6, and 8 were perceived to be "moderately complied" as compared to indicator number 7, which was less complied. Indicators 5,6, and 8 involve the taking of human life; that's why law enforcers were mandated to verify whether a driver was drunk or not. Indicator number 7 is less complied because some law enforcers refer the offender to the hospital for the breath analyzer test. The hospital has a breath analyzer test that is made available to the law enforcers who would like to subject an offender to breathe analysis.

This study also considers the idea that the teeth of the law will not affect if the law enforcer lacks the essential equipment used in the implementation. The law enforcer is also incapable of implementing the law if they will not undergo training. Therefore, training and

equipment are indispensable. The LTO and Police officers both comply less with the implementation of mandatory alcohol and chemical testing.

Extent of Compliance of the Respondents to theMandatory Alcohol and Chemical TestingAccording to Group

Table 3. *Comparison of the Extent of Compliance of the Respondents on the Mandatory Alcohol and Chemical Tests (N=26)*

Indicators	LTO	Police
1. Determining if the driver is under the influence of liquor through horizontal gaze nystagmus test.	2.13	1.28
2. Determining if the driver is under the influence of liquor through the walk and turn test.	2.11	1.33
3. Determining if the driver is under the influence of liquor through one-leg stand test	2.13	1.33
4. Determining if the driver is under the influence of liquor through Breath analyzer test.	1.50	1.39
5.subjecting a driver of a motor vehicle involved in the loss of human life or physical injuries for chemical testing	3.38	2.89
6. Requiring the driver driving under the influence of liquor to provides samples like saliva, urine, and blood test to determine the blood alcohol content of the person	2.75	2.28
7. Verifying the presence of alcohol in the blood of the driver through a breath analyzer test	1.75	1.33
8.Subjecting a driver of a motor vehicle involved in the loss of human life or physical injuries shall be subjected to confirmatory drug test as mandated under RA.9165 to determine the presence of drug in the human body	3.38	2.78
Area mean	**2.39**	**2.78**
Standard Deviation	**0.71**	**0.70**

The perception of LTO officers on their compliance with the provision of R.A. 10586 has greater variability than the perception of Police officers as indicated by the standard deviation of 0.71 and 0.70 individually. The finding implies that the responses of police officers are homogenous as compared to the responses of the PVD.

The response of the police officers is more consistent than the response of the LTO officers. The police officers are the direct officers deputized to enforce the law while the LTO supervise the implementation. Therefore, the compliance of the two groups is affected by the nature of their duty.

As gleaned from Table 3, the compliance of the LTO officer to the mandatory alcohol and chemical testing arrived is "less." The LTO officers seldom go out to roam around in the streets. On the part of a police officer, they moderately comply.

The LTO and police officers provided similar responses on indicators number 4 and 7. They do not comply with the provisions on "verifying the presence of alcohol in the blood of the driver through a breath analyzer test," and "determining if the driver is under the influence of liquor through breath analyzer test."

Indicators number 1, 2, and 3 were rated by the LTO as "less complied" because some of the LTO officers have not undergone any seminar related to the items. On the part of the police officers, they do not comply with the provision of testing to determine drunk driving. According to the head of the LTO, they did not yet re-echo how the law is to be implemented by the deputized police officer.

The members of the traffic branch further corroborated in Bontoc that many police officers do not know how they will comply with the provision of the law because they are still preparing. The police have not yet undergone training.

Table 4 presents the t-test between law LTO officers and police officers. The computed F-value is .053 and t-value are 1.600. The value indicates that there is no significant difference in the responses of LTO and police officers when it comes to the conduct of mandatory alcohol and chemical testing. Therefore, the null hypothesis is accepted.

Table 4. *T-test on the Level of Compliance of Law Enforcers on the Mandatory Alcohol and Chemical Tests (N=26)*

	Levene's test for equality of variances		t-test for equality of means					95% Confidence Interval of the Difference	
	F	Sig.	T	Df	Sig. (2-tailed)	Mean difference	Std. Error Difference	Lower	Upper
Levelof compliance									
Equal variances assumed	.053	.821	1.600	14	.132	.56500	.35304	-.19219	1.32219
Equal variances not assumed			1.600	14.000	.132	.56500	.35304	-.19220	1.32220

Compliance of Drivers to their Responsibilities as Drivers

Table 5 displays the extent of compliance of the drivers to their responsibilities as a driver. The computed overall weighted mean was 2.17, indicating that their compliance was "less." It was evident that the drivers comply very much with the provision regarding the carrying of valid driver's license. Even before the R.A. 10586 took effect, drivers complied with driving with a license. Republic Act 4136, the Land Transportation Code of the Philippines, prohibits driving without a license and provides punishment for non-compliance. Without a license, the drivers have no right to operate their motor vehicles.

Once caught driving without a license, the penalties are fines, confiscation of the plate number of vehicles and other consequences.

Table 5. *Extent of Compliance of the Drivers to the Provisions of R.A. 10586 in their Responsibilities as a Driver (N=204)*

Indicators	Drivers	VI
DRIVERS EDUCATION		
1. As provided by RA 10586, attending seminars when I renew my license, particularly on the following		
a. The effects of the consumption of alcoholic beverages on the ability of a person to operate a motor vehicle	2.26	LC
b. The hazard of driving under the influence of alcohol	2.36	LC
c. The hazard of driving under the influence of dangerous drugs and or similar substances	2.33	LC
d. The impact of fatigue on the drivers' performance	2.27	LC
e. The effect of distracted driving on the drivers' performance.	2.20	LC
f. The penalties attached to the violation of the law	2.25	LC
2. Avoiding committing traffic offenses that indicate driving under the influence of alcohol such as		
a. Lane straddling	2.15	LC
b. Making sudden stops	2.07	LC
c. Over speeding	2.47	LC
d. Swerving	2.01	LC
3. Carrying with me my valid driver's license whenever I am driving	3.44	VMC
Area Mean	**2.34**	**LC**
PROCEDURES WHEN ARRESTED		
1. Subjecting myself to the field sobriety test conducted by the arresting officer	2.22	LC
2. Surrendering my driver's license to the arresting officer	2.28	LC
3. Refusing to submit myself to drug screening test when I have passed the field sobriety test	1.99	LC
4. Paying the required amount for the offense, I have committed	2.18	LC
Area Mean	**2.17**	**LC**

Gasmenia (2008), in his study, found that drivers are very much complying with their responsibilities as a driver in Bontoc. Enforcement is based on the assumption that not all road users will adhere to the specified traffic rules and regulations and may need to be encouraged and educated; therefore, law enforcers should help drivers to comply with their responsibilities as drivers (Delizo, 2004).

According to a police officer in Bontoc, Mountain Province, if traffic violation exists, the officer may confiscate the driver's license. The traffic enforcer must, however, issue a receipt known as Temporary Operator's Permit (TOP). The receipt is good for 72 hours within which the driver may continue to operate his vehicle. The failure to settle the case within 15 days will cause the suspension or revocation of license.

On the other hand, as gleaned from Table 5, the rest of the indicators, excluding indicator number 3, were perceived to be "less complied." This finding is an indication that, generally, most respondents do not comply much with their responsibilities as a driver. Accordingly, most of the drivers were not informed of their duties as a driver. Another reason the compliance of the drivers was less was that the LTO and the Police did not yet inform the driver of their responsibilities as a driver. Furthermore, the penalty was not disseminated to deter violators of drunk driving.

The result contradicts the hedonism theory that provides the drivers either choose to obey or violate the law after evaluating the pleasure they can receive (Quackenbush, 2011).

Comparison of the Extent of Compliance of Respondents to their Responsibilities as Drivers According to Group

Table 6.*Comparison of the Extent of Compliance of Respondents to the Provisions of RA 10586 and their Responsibilities as Drivers (N=204)*

INDICATORS	Public utility drivers (n =164)	Private vehicle drivers (n = 40)
DRIVERS EDUCATION		
1. As provided by RA 10586, attending seminars when I renew my license, particularly on the following		
g. The effects of the consumption of alcoholic beverages on the ability of a person to operate a motor vehicle	2.27	2.25
h. The hazard of driving under the influence of alcohol	2.23	2.88
i. The danger of driving under the influence of dangerous drugs and or similar substances	2.23	2.73
j. The impact of fatigue on the drivers' performance	2.11	2.93
k. The effect of distracted driving on the drivers' performance.	2.09	2.68
l. The penalties attached to the violation of the law	2.17	2.58
2. Avoiding committing traffic offenses that indicate driving under the influence of alcohol such as		
e. Lane straddling	1.96	2.95
f. Making sudden stops	2.02	2.28
g. Over speeding	2.56	2.08
h. Swerving	1.99	2.13
3. Carrying with me my valid driver's license whenever I am driving	3.45	3.38
Area Mean	**2.28**	**2.62**
PROCEDURES WHEN ARRESTED		
5. Subjecting myself to the field sobriety test conducted by the arresting officer	2.07	2.83
6. Surrendering my driver's license to the arresting officer	2.17	2.73

7.	Refusing to submit myself to drug screening test when I have passed the field sobriety test	1.88	2.43
8.	Paying the required amount for the offense, I have committed	2.12	2.43
	Area Mean	**2.06**	**2.61**
	Standard Deviation	**0.13**	**0.21**

The perception of PVD has greater variability than the perception of PUV on the extent of their compliances to the provisions of RA 10586 and their responsibilities as drivers as indicated by the standard deviation 0.21 and 0.13 respectively. This result implies that the responses of PUV are homogenous as compared to the responses of the PVD.

The PUV drivers' responses were more consistent compared to the responses of the PVD because the PUV drivers are the ones transporting the people from one place to another. Therefore, they had undergone many related seminars, unlike the PVD drivers.

The computed area mean on the compliance for public utility vehicle drivers was 2.06, interpreted as "less complied," while the computed area mean for private vehicle drivers was 2.61, interpreted as "moderately complied." This result implies that the private vehicle drivers are more responsible in performing their responsibilities as drivers rather than the public utility vehicle drivers.

In connection with the study of O'Connor and Llanes (2014), many drivers less complied with the DUIA law because alcoholic consumption in the Philippines is positively associated with camaraderie and communal bonding and used as a device for stress relief. Extensive marketing of alcohol is often targeted toward Filipino youth through media and print. The positive portrayal of alcohol consumption in the media, coupled with the accessibility of alcohol, has worked to normalize alcohol consumption in everyday life.

The result of the responses of the drivers is connected to the theory of general deterrence. Drunk driving can be prevented in the general population if the penalty will be imposed immediately. In this way, others will realize the consequences of their action. Punishments are meant to make them aware of the presence of sanctions to remove the guts of drivers who are driving under the influence of liquor (Cullen & Wilcox, 2010).

The low profile theory states that there will be more probability for the drivers to violate the law if the police officers do not patrol or roam around the vicinity. On the other hand, the presence of a visible police officer roaming around will instill fear to violators (Manwong, 2012).

Both of the two groups agreed with one indicator, which is "carrying with me my valid driver's license whenever I am driving." If drivers do not have their valid driver's license when driving, a corresponding penalty will be imposed, and other violations can be detected. According to a police officer in Bontoc, Mountain Province, if traffic violation exists, the officer may confiscate the driver's license. The traffic enforcer must, however, issue a receipt that is good for 72 hours within which the driver may continue to operate his vehicle. The failure to settle the case within 15 days will cause the suspension or revocation of license.The Justia Legal Resources in the United States mentions that a driver's license is permitted only for those who have established that they can abide by the rules of the road. They should have also indicated that they will respect their responsibilities as a driver. Since a license is a privilege and responsibility, the Philippines also adopts it as a measure to eliminate accidents. Indicators number seven and eight were rated as "less complied" by both groups for the reason that few pay the violation that they have committed.

Table 7 presents the result of t-test conducted between public utility vehicle drivers and private vehicle drivers. The computed t-value was 1.95, thus interpreted as not significant. Hence, the null hypothesis is accepted.

Table 7. *The t-test on the Compliance of Respondents to the Provisions of RA 10586 and their Responsibilities as Drivers (N=204)*

	Mean	S	df	t-Value	Sig. (2-tailed)	Interpretation (α = .05)
A.Alcohol Test						
PUV	2.28	0.42				
PVD	2.62	0.41				
			20	1.95	0.065	not significant

B.Chemical Test

PUV	2.06	0.13			
PVD	2.61	0.21			
			6	4.50	0.004	significant

On the chemical test, the computed t-value is 4.50, interpreted as significant, indicating that there is a significant difference in the responses of the two groups. As provided by R.A. 10586, the penalties for PUV drivers are much higher compared to the penalties for PVDs; thus, this could account for the differences.

Level of acceptance of the LTO officers, police officers, and drivers on the penaltiesProvided in R.A. 10586

Table 8. *Level of Acceptance of the Respondents on the Penalties Provided in RA 10586 (N=230)*

INDICATORS	Mean	VI
1. Confiscation of the driver's license of those who refuse to undergo the mandatory test	2.63	MA
2. revocation of the driver's license of those who refuse to undergo the mandatory test	2.63	MA
3. Confiscation of the driver's license of those who refuse to undergo any of the field sobriety tests.	2.75	MA
4. Revocation of the driver's license of those who refuse to undergo any of the field sobriety tests.	2.25	LA
5. The imposition of a fine of 20,000 pesos and imprisonment of 3 months if no physical injuries or homicide is committed by a person driving under the influence of alcohol.	2.38	LA
6. The imposition of a fine of 100,000.00 to 200,000.00 if physical injuries were committed by a person driving under the influence of alcohol	2.50	LA
7. The imposition of a fine of 300,000.oo to 500,000.00 if the homicide was committed by a person driving under the influence of alcohol	2.00	LA

8. Perpetual revocation of professional driver's license of persons convicted of violating the provision of R.A. 10586.	1.88	LA
9. Suspension of a period of 12 months of the non-professional driver's license of the person driving under the influence of alcohol for their first conviction.	3.13	MA
10. Perpetual revocation of the Non-Professional driver's license of the person driving under the influence of alcohol for their second conviction.	2.38	LA
11. Perpetual revocation of the professional driver's license of persons caught driving under the influence of liquor for the first time conviction	2.25	LA
12. Disqualification from being granted any license of a person whose professional or non-professional driver's license is perpetually revoked.	2.00	LA
13. Holding the owner of the vehicle driven shall be directly held liable for the fine except invalid circumstances.	2.88	MA
Area mean	**2.44**	**LA**

As gleaned from Table 8, the level of acceptance of the respondents on the penalties provided in R.A. 10586 was "less."The results imply that most of the respondents do not agree with the penalties as provided in R.A. 10586. The disagreement may be attributed to the very high penalties attached to the violations of the law.

Under the law, professional drivers who have a blood alcohol content level of 0.01 percent is considered drunk. For the non-professional driver's license, the BAC is 0.05. A BAC 0.05 is equivalent to two drinks (Frialde, 2014)

The findings contradict the Latin maxim "Dura lex sed lex" or the law may be harsh, but it is the law that the law enforcer should accept and comply with.

Indicator number 5, 6, and 7 is about themonetary penalty provided by the law. It was rated by the respondents as "less accepted" on their part. The low rating could be affected by the fact that even if they combine their saving in a year, they cannot pay the amount for violating the law. Indicators 1, 2, and 3 were rated by the respondents as "moderately accepted." This acceptance level means that there are more drivers and law enforcers who are amenable to the penalties. In the samemanner, the penalties were

moderately accepted by the respondents since the driver's license is confiscated in cases of violation. No monetary fine is involved. The respondents less accepted the perpetual revocation of professional driver's license of persons convicted of violating the provision of R.A. 10586. The respondents gave this item the lowest weighted mean of 1.88. The perpetual revocation of one's driver's license is the gravest penalty to be imposed because the effect is a lifetime.

In an interview with the Bontoc Municipal Police last July 15, 2015, the police officer expressed that most of the Police officers do not want the new law on DUI. Accordingly, most of the penalty is too heavy, and the drivers cannot afford to pay the required amount. However, if the Police officer will insist on enforcing the law considering the penalties, the life of the officers is endangered because of the possible threat coming from the violators.The result of the acceptance of the respondents does not address the result of the study of Patricia A. Cavazos. According to her, vehicular accidents are the leading cause of death for young people ages 16 to 20. She likewise mentioned that a stricter law against drunk driving is very effective in decreasing the number of alcohol-related vehicular accidents.

One of the police deputized to implement the new law said that "threat may be received by any enforcer if R.A. 10586 will be ideally implemented in the province. He added that "relationships of enforcers and community may be affected if the provisions of R.A. 10586 will be fully implemented though the purpose of the law is also ideal." The penalty that received the lowest weighted mean signifying low acceptance was the indicator of the "perpetual revocation of professional driver's license." The results imply that the drivers do not want the penalty on perpetual revocation of driver's license because once they are convictedof driving under the influence of liquor, they lose their license.

The respondents less accepted the imposition of a fine of 300,000.oo to 500,000.00 if the homicide was committed by a person driving under the influence of alcohol. The weight of the penalty is staggering that all their proceeds of driving cannot pay the amount. Likewise, they will lose their driving privileges thatare a source of drivers income.According

to one of the employees of LTO, Mountain Province, it is better than the new law on DUIA should only be applied in the cities because the people in the community resent it. In the process, they do not want to cooperate with the government.

Comparison of the Level of Acceptance of the Respondents on the Penalties Provided in RA 10586

Table 9. *Comparison on the level of acceptance of the respondents on the penalties provided in RA 10586 (N=230)*

Indicators	Drivers (PUV & PVD)	Law Enforcers (LTO& Police)
1. Confiscation of the driver's license of those who refuse to undergo the mandatory test	3.34	2.85
2. revocation of the driver's license of those who refuse to undergo the mandatory test	2.96	2.65
3. Confiscation of the driver's license of those who refuse to undergo any of the field sobriety tests.	3.28	2.77
4. Revocation of the driver's license of those who refuse to undergo any of the field sobriety tests.	2.90	2.38
5. The imposition of a fine of 20,000 pesos and imprisonment of 3 months if no physical injuries or homicide is committed by a person driving under the influence of alcohol.	2.97	2.30
6. The imposition of a fine of 100,000.00 to 200,000.00 if physical injuries were committed by a person driving under the influence of alcohol	2.86	2.30
7. The imposition of a fine of 300,000.oo to 500,000.00 if the homicide was committed by a person driving under the influence of alcohol	2.79	2.09
8. Permanent revocation of professional driver's license of persons convicted of violating the provision of R.A. 10586.	2.61	2.11
9. Suspension of a period of 12 months of the non-professional	3.01	2.93

driver's license of the person driving under the influence of alcohol for their first conviction.

10. Perpetual revocation of the Non-Professional driver's license of the person driving under the influence of alcohol for their second conviction.	2.89	2.41
11. Perpetual revocation of the professional driver's license of persons caught driving under the influence of liquor for the first time conviction	2.61	2.21
12. Disqualification from being granted any license of a person whose professional or non-professional driver's license is perpetually revoked.	2.74	2.34
13. Holding the owner of the vehicle driven shall be directly held liable for the fine except invalid circumstances.	2.94	2.86
Area Mean	2.92	2.48

The drivers moderately accepted the penalties provided in RA 10586 while the law enforcers less accept it. This means that the driver's acceptance of the penalties provided in RA 10586 is tolerable, and .they welcome the penalty; however, they have reservations regarding the perpetualcancelation of driver's license. When the PUD drivers lose their license, their means of acquiring income becomes limited.

In connection with the principle of Social Contract Theory, the state, and the people made a contract to form a better society in which they live. Therefore, people in the society must abide by DUIA law and accept the punishment so that accidents on the road will be avoided (Tania, 2014).

The Choice Theory may be used to explain the results. According to this theory, individuals choose to commit a crime. They consider the opportunities before them, weigh the benefit versus the punishment, and decide whether to proceed or not, hence, drivers who choose to be drunk while driving need to face the consequences and accept the penalty. In an interview with a driver, he disclosed that the penalty is alright for him because he is not driving while drunk. He also expressed that the penalty is but necessary to

stop those driving while drunk. Further more, in another interview conductedin August 2015 at the jeep terminal of Sadanga, the drivers asserted that it is but just for drivers to be punished and be corrected rather than to sacrifice the lives of other people. Likewise, one driver stressed that drivers always need the presence of mind while driving and that alcohol interferes with their state of mind

On the part of the policeofficer, their level of acceptance of the penalties was less. The result implies that they do not welcome the penalties as provided under the new law. The penalties under the LTO, specifically the Joint Administrative order, ranges from 5000 to 6000. On the part of the law enforcers, it is not easy for them to enforce the law strictly because of threats from the offenders. Their relationship with the community can also be affected if they will adhere to the requirements of the law. Thus, in the name of "being one with them," the law enforcers sometimes close their eyes.

Relative to the findings, the 1987 Philippine Constitution provides in Article 11, Section 4 on the declaration of principles and state policies that "the prime duty of the government is to serve and protect the people." Therefore, the LTO officer and Police officer should take into consideration the safety and security of the people from drivers who are driving under the influence of alcohol.

According to a report in the Inquirer (2012), the Metro Manila area, specifically Quezon City, is one of the deadliest places both for motorists and pedestrians because of incorrigible drivers. The drivers of Mountain Province should not wait for the time that same thing will happen. According to a police officer, the acceptability of the penalties among them is less because of the very high penalty. Accordingly, if they will impose this kind of penalty to the drivers, their families will be affected. They will lose their source of income, or their income will diminish.

The findings contradict the study of Max (2014) that an average of 227 road accidents happens per day. The top cause of road accidents in the country is drunk driving. Therefore, to minimize the accident involving drunk driving, the law enforcers must accept the penalties.

Police reported, too, that the penalties are unacceptable to violators because of some factors that may be trivial to them. An example is that when a driver forgets his license at home, the penalty of forgetting is much. According to one driver who is a relative of one of the victims of the accident that occurred in Talubin, Bontoc, Mountain province, the penalties provided in RA 10586 are appropriate so that the drivers will be more careful. People must realize that penalties serve as deterrent to drivers who do not conform with the law. The penalties will remind them that if they violate any provision of the law, then they will be dealt with accordingly.

Acceptance of the penalties to violations should be encouraged among the law enforcers. They do not have to wait for their nearest relative to be the next victim of drunk driving. The records of the Bontoc Municipal Police Station dated March 14, 2015, revealed that there were 49 incidents of driving under the influence of alcohol. This has become the main cause of road accidents in Bontoc, Mountain Province.

Table 10. *The ANOVA on the Level of Acceptance Respondents on the Penalties Provided in R.A. 10586 (N=230)*

Source of Variation	Sum of Squares	df	Mean Square	F	Sig.
Between Groups	1.726	2	.863	9.495	.000
Within Groups	3.272	36	.091		
Total	**4.998**	**38**			

Significant at .05

As gleaned from Table 10, the computed F-value is 9.495 at .05 significance level, indicating that there is a significant difference in the responses of the respondents.

Table 11 shows that the significant difference lies between the LTO Officers and the Police Officers. The differences could be accounted for by the nature of the job of the two groups. The LTO officers do supervisory functions, whereas the Police officers implement the law.

Table 11. *The Tukey's HSD for Significant Difference on the Level of acceptance of LTO Officers, Police Officers and Drivers on the Penalties as provided by R.A. 10586 (N=230)*

		Mean Difference	Sig.	Interpretation (α=5%)
Drivers	LTO Officers	.48000	.001	Significant
	Police Officers	.40231	.005	Significant
LTO Officers	Police Officers	-.07769	.790	Not Significant

To summarize the findings, on the first problem on the extent of compliance of the law, enforcers were less. The law enforcers included the LTO. Between the two groups of law enforcers, there was no significant difference in their compliance with the enforcement of the mandatory chemical tests and the breath analyzer.

On the second problem, the extent of compliance of drivers to their responsibilities, the computed overall mean was 2.17, interpreted as "less complied." The drivers in this study included the public utility vehicle drivers who signified that their compliance with their responsibilities was low and the private vehicle drivers who moderately complied. The t-test conducted between the two reveals no significant difference in their responses.

On the third problem, it was found out that the law enforcers and the drivers have less acceptance of the sanctions provided by the law.

IV. CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

Based on the findings, it shows that most law enforcers fail to do mandatory alcohol and chemical testing to suspected drunk drivers due to the unavailability of the needed technologies. An alternative, however, is the use of the breath analyzer in the hospital. This shows that the law enforcers are resourceful in the absence of the technologies they need.

Many drivers fail to perform their responsibilities as drivers because, for one, most of the law enforcers are not implementing the provisions of the law. And two, most of the

drivers take for granted their responsibilities. It is noted, however, that the drivers adhere to the requirement regarding the possession of a driver's license.

The law enforcers and the drivers have a lesser level of acceptance towards the sanctions imposed by the law for violators.

RECOMMENDATIONS

The following are recommended based on the conclusions of the study:

1. Encourage the drivers not to be driving while under the influence of liquor.While Republic Act No. 10586 is not fully implemented, drivers must comply with the mandates of existing law and ordinances on driving under the influence of alcohol (DUIA) in the province.

2. Intensify information drive on Republic Act No.10586. Land Transportation Office (LTO) can launchthis using available media outlets such as printed materials, broadcast networks, posters, hosting meetings and dialogues between and among stakeholders.

3. Systematic information dissemination is needed to be designed involving all stakeholders to be undertaken through a simple but informative seminar. The proposed seminar designed for the purpose may be adopted for all Land Transportation Office (LTO) personnel, police officers, and drivers.

4. The PUV drivers, through their organization, may organize a symposium on RA 10586 in partnership with Land Transportation Office (LTO) and Philippine National Police (PNP).

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