COMPLIANCE OF PUV OPERATORS, DRIVERS AND PASSENGERS TO THE MEMORANDUM CIRCULAR NO. 2011-004 ALSO KNOWN AS THE ROAD SAFETY PRECAUTION

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Abstract: *This study aimed to look at the causes of Road Accidents and the extent of compliance of respondents to the MC No. 2011-004 and is the Revised Terms & Conditions of MC No. 2011-004 effective. The research design utilized was a Quantitative Method because this method enables numerical analysis of data collected through questionnaires using computational techniques. It focuses on gathering numerical data and generalizing it across group of people. The respondents of the study were the PUV operators, drivers and passengers who operate, drive and ride from Tuguegarao City to the Northern part of Cagayan. The instrument used in gathering the data needed was through a survey questionnaire. Questionnaires were used to obtain information to issues that the researchers are seeking to investigate. Descriptive Statistical tools such as the frequency and percentage distribution will be used to analyse the data to be collected from the respondents. This study was conducted for the purpose of determining the compliance of respondents to MC No.*

2011-004 or Road Safety Precaution. The data showed that the respondents fully complied with the 2011 revised terms and Conditions of MC No. 2011-004. What have been factually learned are that, they were fully complying with the Road Safety Precaution, moreover, it is concluded that the main factors that contribute to road accidents were Reckless Driving, over speeding, Drunk driving and bad weather. It is therefore recommended that the LGU should conduct of more seminars regarding Road safety should be increased and Traffic Management Groups should also be versed very well regarding road safety.

Keywords: *Public utility vehicle, reckless driving, compliance, memorandum circular, traffic implementation, road safety precaution*

INTRODUCTION

A World report on Road Traffic Injury Prevention was made by World Health Organization in Geneva last 2004 to provide objective and reliable information and advice in the field of human health and seeks through its publications to support national health strategies and addresses the most pressing public health concerns of populations around the world. The said report sought different Chief Executive regarding road problems in their place.

Over 3000 Kenyans are killed on our roads every year, most of them between the ages of 15 and 44 years. The cost to our economy from these accidents is in excess of US$ 50 million exclusive of the actual loss of life. The Kenyan government appreciates that road traffic injuries are a major public health problem amenable to prevention. In 2003, the newly formed Government of the National Alliance Rainbow Coalition took up the road safety challenge.

It is focusing on specific measures to curtail the prevalent disregard of traffic regulations and mandating speed limiters in public service vehicles. Along with the above measures the Government has also launched a six-month Road Safety Campaign and declared war on corruption, which contributes directly and indirectly to the country's unacceptably high levels of road traffic accidents. I urge all nations to implement the recommendations of the World report on road traffic injury prevention as a guide to promoting road safety in their countries. With this tool in hand, I look forward to working with my colleagues in health, transport, education and other sectors to more fully address this major public health problem.

In 2004, World Health Day, organized by the World Health Organization, will for the first time be devoted to Road Safety. Every year, according to the statistics, 1.2 million people are known to die in road accidents worldwide. Millions of others sustain injuries, with some suffering permanent disabilities. No country is spared this toll in lives and suffering, which strikes the young particularly.

Enormous human potential is being destroyed, with also grave social and economic consequences. Road safety is thus a major public health issue throughout the world.

World Health Day will be officially launched in Paris on 7 April 2004. France is honoured. It sees this as recognition of the major efforts made by the French population as a whole, which mobilized to reduce the death and destruction it faces on the roads. These efforts will only achieve results if they are supported by a genuine refusal to accept road accidents fatalistically and a determination to overcome all-too-frequent indifference and resignation.

The mobilization of the French Government and the relevant institutions, particularly civic organizations, together with a strong accident prevention and monitoring policy, reduced traffic fatalities in France by 20%, from 7242 in 2002 to 5732 in 2003. Much remains to be done, but one thing is already clear: it is by changing mentalities that we will, together, manage to win this collective and individual struggle for life.

A main contributor to road crashes in Viet Nam is the rapid increase in the number of vehicles, particularly motorcycles, which increase by 10% every year. Nearly half of the motorcycle riders are not licensed, and three quarters don't comply with traffic laws. Also, the development of roads and other transport infrastructure has not been able to keep pace with rapid economic growth.

To reduce deaths and injuries, protect property and contribute to sustainable development, the Government of Viet Nam established the National Committee on Traffic Safety in 1995. In 2001 the Government promulgated the National Policy on Accidents and Injury Prevention with the target of reducing traffic deaths to 9 per 10 000 vehicles. Government initiatives to reduce traffic accidents include issuing new traffic regulations and strengthening traffic law enforcement. In 2003, the number of traffic accidents was reduced by 27.2% over the previous year, while the deaths and injury rates declined by 8.1% and 34.8% respectively.

The Government of Viet Nam will implement more stringent measures to reduce road traffic injuries through health promotion campaigns, consolidation of the injury surveillance system, and mobilization of various sectors at all levels and the whole society. The Government of Viet Nam welcomes the World Health Organization/World Bank World report on road traffic injury prevention, and is committed to implementing its recommendations to the fullest extent possible.

In developing countries the situation is made worse by rapid and unplanned urbanization. The absence of adequate infrastructure in our cities, together with the lack of a legal regulatory framework, makes the exponential rise in the number of road accidents all the more worrying. The statistics show that in Brazil, 30 000 people die every year in road accidents. Of these, 44% are between 20 and 39 years of age, and 82% are men. As in other Latin American countries, there is a growing awareness in Brazil as to the urgency of reversing this trend. The Brazilian Government, through the Ministry of Cities, has put considerable effort into developing and implementing road security, education campaigns and programmes that emphasize citizen involvement. As part of this endeavour Brazil recently adopted a new road traffic code that has brought down the annual number of road deaths by about 5000. This is a welcome development that should spur us to even further progress. The challenges are enormous and must not be side stepped. This is why road security will remain a priority for my Government.

The study is therefore extremely timely. The data and analysis that it brings to light will provide valuable material for a systematic and in-depth debate on an issue that affects the health of all. Of even greater significance is the fact that the report will help reinforce our conviction that adequate preventive measures can have a dramatic impact. The decision to dedicate the 2004 World Health Day to Road Safety points to the international community's determination to ensure that modern means of land transportation are increasingly a force for development and the well-being of our peoples.

The Philippines is becoming one of the most notorious countries in the world for having the most number of coffins on wheels, specifically public transportation buses that people use when travelling on the roads. While motorcycle accidents continue to be the number one cause of fatalities on Philippine roads, public utility buses and vans take a close second. Driver error and mechanical failures in the latter have been recorded as the leading causes.

Sadly, these accidents could have been avoided if only there were better regard for the safety of the public by our public servants concerned and the operators of bus lines. The dismissal road accidents that have continued for decades involving these public utility vehicles only underscore the need for tougher implementation of road travel rules and regulations to protect the public at large.

The concerned Government agencies should be able to enforce regular and credible check-ups of PUV's that would ascertain their roadworthiness at all times, and not just for the short period after these are given their license to operate or permits to take to the roads. Before granting franchise or license to operate there is need to check on the suitability and viability of these small bus lines owned by operators that are trying their best to make a buck with as little operating capital as possible set aside for repairs and maintenance, while running buses on these seemingly missionary routes. There have been cases of late involving malfunctioning brakes that have been found to be the culprit in the recent string of tragic public vehicle accidents. This only reflects how badly maintained these PUV's, including jeepneys, taxis, and in time, utility vans, have been.

Bald tires, malfunctioning brakes, and poorly maintained parts of the under chassis are sure recipes for accidents on our mountain roads, which become even more challenging for our drivers during harsh inclement weather. Extra consideration must be given for those buses that need to travel tough mountain roads, and which are now being used by foreign and local backpackers who want to travel and see t5he raw beauty of the Philippines frontier lands less frequented by ordinary tourists.

The other side of this quandary has to do with the readiness of PUV drivers to take on the service of bringing people to their destination in the safest way.

Driver error outside the ambit of mechanical failures is largely due to inattentiveness (including sleepiness or even falling asleep) and risky driving practices especially when trying to overtake a slower vehicle or beating the clock. Drivers being paid under a boundary or quota system are most vulnerable to these malpractices.

Especially for small bus lines, hired drivers are not always the best trained, and are usually exposed to risks of long and extended travel hours as well as night driving.

While there is a need to continuously train PUB drivers on the peculiar challenges of manning big vehicles that carry 30 to 50 passengers at any given time, there should be rules that do not unnecessarily put any additional stress on them while on the road.

There have been just too many victims being claimed by road accidents, and as safety experts will concur, a big majority of all these are avoidable. The cost to our economy of all these, including indemnity payments to victims either dead or injured, repairs and restoration to damaged vehicles, and lost productivity time is mounting.

Furthermore, a growing reputation for being a country where travelling by public bus is one of the more sure way of meeting death is not going to bode well for the government's efforts to promote tourism, either for local or foreign tourists.

Among the many challenges that confront our government officials in administering the total mobility needs of the country, safety for each and every passenger must be given utmost priority. In a span of two months, road and vehicular safety in the Philippines has taken the spotlight – but for all the wrong reasons. Senate President Pro-Tempore Ralph Recto, in a statement, said that given the number of road accidents reported, there is now a "national epidemic of road deaths."

The available reports on road accidents, although "spotty and fragmented," already give alarming numbers, Recto said. In 2011, the Metropolitan Manila Development Authority recorded 77,110 vehicular accidents – or one every 7 minutes. As a result, over 396 people died in the National Capital Region (NCR) alone. In contrast, the Department of Public Works and Highways recorded only 16 deaths connected to road accidents in NCR. Mid-December of 2013, at least 18 people died after a Don Mariano city bus fell off the Metro Manila Skyway, crushing a van plying the West Service Road of the South Luzon Expressway below. Last 2014, at least 14 died on the spot after a Florida bus fell into a ravine in Bontoc, Mountain Province. Recto in the statement urged government to conduct random inspections of public utility vehicles set to embark on long trips.

The Land Transportation Franchising Regulatory Board (LTFRB) earlier suspected GV Florida Transport, owner of the bus that fell into the ravine, because the bus was "not duly authorized by this Board to operate as a for-hire vehicle." The company had attached a different plate number onto the bus. Investigators in Bontoc earlier suspected that human error or loose breaks caused the crash.

Public outcry to implement reforms in public transport has been strong following the two incidents. One online petition urged the LTFRB to require speed limiters on all city and provincial buses. The LTFRB is set to conduct a special audit of all public utility buses in the

country. But LTFRB Chairman Winston Ginez earlier admitted it would be a gargantuan task to audit over 400,000 public buses with a workforce of only 400 nationwide.

Recto reminded the transportation and communication department, which oversees the LTFRB, to stick to its performance guarantees as stipulated in the 2014 budget: to inspect and audit 100,000 land transportation franchise owners.

In the Philippines, 30 to 70 percent of hospital beds are occupied by survivors of road crashes and at least one person is killed and 46 are injured on the road every day, based on 2015 data from the Metropolitan Manila Development Authority (MMDA). This excludes unreported cases either unseen by traffic enforcers, or those that never reached the hospital.

The government relies heavily on *manual data collection*. In an earlier interview, lawyer and Police Superintendent Oliver Tanseco admitted the Philippine National Police (PNP) does not give much premium on collecting road safety data. The government relies only on what enforcers are able to monitor and record, leaving doubts on the number of unreported cases.

In addition, *Philippine lawmakers do not perceive road safety as a public health issue*; however road safety advocates said that the Congress should start treating it as a pressing public health issue because the *lack of disaster preparedness should be considered as a serious health risk*. Catanduanes Representative Cesar Sarmiento, who was re-elected to chair the 17th House Committee on Transportation, said that *road safety only becomes a public health concern when it involves medicines and the like*.

Road safety advocate Atty. Evita Ricafort said that accident is like an act of God, and there's nothing you can do about it, they're not inevitable. There is some human contribution to the incident. Furthermore, under the Aquino administration, at least five laws on road safety had been passed in the Congress. These include the *helmet law, the drunk-driving law, the law on safety of children aboard motorcycles, and recently-lapsed laws on speed limiters and distracted driving*.

Public Utility Vehicle (PUV) vans in Tuguegarao City have experienced continuous and serious road accidents, putting passengers in most critical conditions and worst is death. The study *aims* to identify whether who is liable for the accidents and mainly focuses on the frequency of compliance of the PUV drivers, operators and passengers.

STATEMENT OF THE PROBLEM

This study aimed to assess the compliance of respondents to MC No. 2011-004 or Road Safety Precaution in Tuguegarao City. The study sought to answer the following questions:

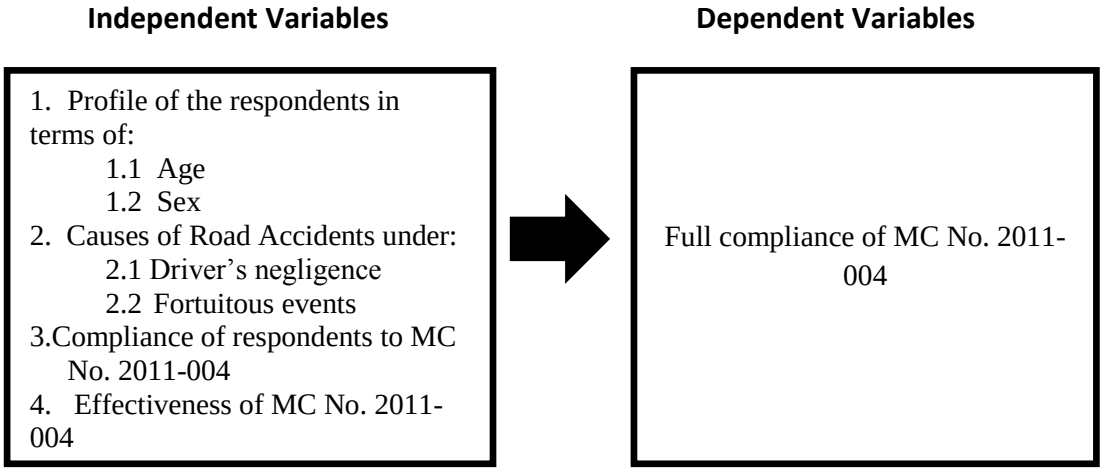
1. What is the profile of respondents?
   - 1.1 Age
   - 1.2 Sex
2. What is the cause of Road accident?
   - 2.1.1 Driver's negligence
   - 2.1.2 Fortuitous event
3. What is the extent of Compliance of the respondents to the MC No. 2011-004?
   - 3.1.1 Complying
   - 3.1.2 Not complying
4. Are the Revised Terms and Conditions of MC No. 2011-004 effective?

ASSUMPTION

The Respondents do not comply with the MC. No. 2011-004 or Road Safety Precaution

CONCEPTUAL FRAMEWORK

To identify the extent of compliance of the respondents to the MC No. 2011-004 or Road Safety Precaution, First is the assessment of the people of the profile of the PUV Operators, Drivers and Passengers in terms of their age and sex. Second, identify what's the primary cause of Road accidents whether it's caused by Driver's Negligence or Fortuitous Events. Third, the assessment of the extent of compliance of the respondents to MC No. 2011-004 to identify whether they are complying or not to the addressed policies. Lastly, is the assessment of the MC No. 2011-004 toward the respondents' feedbacks.



DATA GATHERING PROCEDURE AND TREATMENT

The instrument that was used in gathering pertinent detail is through survey questionnaires. In the conduct of the study, questionnaires were used to obtain information to issues that the researchers are seeking to investigate. The gathered data will be tallied, analysed and interpreted according to the specific problems set forth. Descriptive Statistical tools such as the frequency and percentage distribution will be used to analyse the data to be collected from the respondents.

RESULTS AND DISCUSSIONS

Table 1.1 a Frequency and Percentage Distribution of Drivers as To Age

Age	Frequency	Percentage	Rank
18-30	7	23%	3
31-45	12	40%	1
46-60	11	37%	2
Total	30	100%	

Majority of the Drivers were 31-35 years old which constitutes 12 or 40% of the total number of respondents which is 30. Next are the drivers who were 46-60 years old with a frequency of 11 or 37%, followed by 18-30 years old who constitutes 7 drivers or 23% of the total number of respondents. This simply implies that the drivers are predominated by 31-45 years old because their age is their most driven condition; this is also the marrying age that's why drivers support their families. Driver's goal is self-esteem; they seek more on prestige and feeling of accomplishment. On the other hand, drivers who age 18-30 got the least number because their age bracket is not yet the settling down moment for them, some are just fresh graduates and still adopting to their chosen profession.

Table 1.1 b Frequency and Percentage Distribution of Passengers as To Age

Age	Frequency	Percentage	Rank
18-30	18	60%	1
31-45	10	33%	2
46-60	2	7%	3
Total	30	100%	

Table 1.1 B shows there were 18 or 60% of the total number of passengers who ages 18-30 years old. There were also 10 or 33% of passengers who are 31-45 years old and it is followed by passengers who age 46-60 constituting 2 or 7% only. This implies that most of the passengers age 18-30 because their age constitutes of students especially the college commuters who seldom ride PUV vans. However, passengers who age 46-60 acquired the

least rank because their age constitutes the elderly, especially the senior citizens and travelling to far places is not appropriate for them already.

Table 1.1 c Frequency and Percentage Distribution of Operators as To Age

Age	Frequency	Percentage	Rank
18-30	4	13%	3
31-45	20	67%	1
46-60	6	20%	2
Total	30	100%	

Out of 30 respondents, 20 or 67% of them answered that they are 31-45 years old. It is followed by operators who are 46-60 years old amounting to 6 or 20%. Next are 4 or 13% of operators who are 18-30 years old. This implies that most of the Operators age 31-45 earned the highest rank because this age suits best to their profession, their stamina is not yet deteriorating so they can accomplish well their tasks. While operators who age 18-30 acquired the least rank because this age is still the starting point of their career and their work needed much experience.

Table 1.2 a Frequency and Percentage Distribution of Drivers as To Sex

Sex	Frequency	Percentage
Male	30	100%
Female	0	0
Total	30	100%

The table 1.2 A shows the distribution of driver's sex. All of the drivers are male because most of the hired drivers are male and most especially they are the most appropriate sex for this kind of work, because their work demands them to be strong and alert all the time.

Table 1.2 b Frequency and Percentage Distribution of Operators as To Sex

Sex	Frequency	Percentage
Male	30	100%
Female	0	0
Total	30	100%

The table 1.2 B shows the distribution of operator's sex. All of the operators are male for they are the employed drivers who are the residents in their perspective terminals; they are also the much experienced ones. This implies that operators are mostly males because they are more effective and efficient to accomplish their jobs.

Table 1.2 c Frequency and Percentage Distribution of Passengers as To Sex

Sex	Frequency	Percentage
Male	30	100%
Female	0	0
Total	30	100%

The table 1.2 C shows the distribution of passenger's sex. Out of 30 passengers, 10 or 33% are Male, meanwhile 20 or 67% are female. This simply implies that most of the passengers are predominated by females because females do most of the errands than males do. This implies that males travel less than females.

Table 2.1 a Frequency and Percentage Distribution of Operators as to Road Accidents' occurrence

	Frequency	Percentage
YES	3	10%
NO	27	90%
Total	30	100%

The Table 2.1 A shows that 27 or 90 % of the Operators haven't yet experienced Road accident while 3 or 10% of them experienced it already. This implies that majority of the operators are aware/well-informed on the policies on road safety and are after the safety of their passengers.

Causes Of Road Accidents	Frequency	Percentage
Driver's Negligence	0	0%
Fortuitous Event	3	100%
Total	3	100%

The table shows the cause of Road Accident. Out of 3 Operators who experienced Road Accident, all of them said that the primary cause of Road Accident is Fortuitous Event like Typhoon and machinery malfunction. This implies that the 3 of them is not negligent and liable to the cause of road accident.

Table 2.1 b Frequency and Percentage Distribution of Drivers as to Road Accidents' occurrence

	Frequency	Percentage
YES	**9**	**30%**
NO	**21**	**70%**
Total	**30**	**100%**

The Table 2.1 B shows that 2I or 70% of the Drivers haven't yet experienced Road Accidents while 9 or 30% of them experienced it already. This implies that there are only some drivers who don't follow Road safety Precaution which leads to Road accidents but majority of them comply in it.

Causes of Road Accidents	Frequency	Percentage
Driver's Negligence	5	56%
Fortuitous Event	4	44%
Total	9	100%

The table shows the cause of Road Accident. This implies that out of 9 Drivers who experienced Road Accident, 5 or 56% of them said that the primary cause of Road Accident is Driver's Negligence like Over speeding or Reckless Driving, Drunk Driving, Using Cell phone while driving and Over Loading. Meanwhile, 4 or 44% said that the other cause is Fortuitous Event

Table 2.1 c Frequency and Percentage Distribution of Passengers as to Road Accidents' occurrence

Road Accident Incident	Frequency	Percentage
YES	11	37%
NO	19	63%
Total	30	100%

The Table 2.1 C shows that 19 or 63% of the Passengers haven't experienced yet Road Accident while 11 or 37% of them experienced it already. This implies that there are some drivers who don't follow Road Safety Precaution which leads to Road accident but majority of them complied in it.

Causes of Road Accidents	Frequency	Percentage
Driver's Negligence	9	82%
Fortuitous Event	2	18%
Total	11	100%

The table shows the cause of Road Accident. Out of 11 passengers who experienced Road Accident, 9 or 82% of them said that the primary cause of Road Accident is Driver's Negligence like Over speeding or Reckless Driving, Drunk Driving, Using Cell phone while driving and Over Loading

Table 3.1 a Frequency and Percentage Distribution of Operators as To Compliance of the MC NO. 2011-004

Questions:	Responses			
	Complied	Percent	Not Complied	Percentage
Do you implement the No Smoking Policy within the terminal or inside your van?	30	100%	0	0%
Do you assure public safety and adhere to Environmental Laws?	30	100%	0	0%
Have you experienced cancellation of trips?	10	33%	20	67%
Do you give proper efficient and Economical services to passengers?	30	100%	0	0%
Do you prohibit discrimination within the terminal or inside the van?	29	97%	1	3%
Do you follow the passenger maximum capacity fixed by the Board?	28	93%	2	7%
Do you reserve seats for PWDs?	30	100%	0	0%
Do you grant fare discounts to Senior Citizens and PWDs?	30	100%	0	0%
Do you abide the authorized fare charges as authorized by the Board?	29	97%	1	3%
Are you courteous to the passengers?	30	100%	20	0%
Do you allow animals inside the van?	10	33%	20	67%
Do you provide signboards inside the van?	29	97%	1	3%
Do you prohibit the exhibition of pornographic video tapes and violent films inside the van?	30	100%	0	0%
Total Average	26	88%	4	12%

Table 3.1 A shows the frequency distribution of Operators as to compliance of MC No. 2011-004: 1st rank are: The implementation of No Smoking policy, Assessment of Public Safety and Adherence to Environmental Laws, the Giving of proper efficient and Economical services, The reservation of seats for PWDs, The granting of fare discounts to senior citizen and The prohibition of pornographic video tapes and violent films inside the van. This implies that the operators have adhered with No smoking policy within the terminal or inside the van with 30 or 100%, they also adhere with the policies of the fare rate provided by law and adhere to Environmental Laws also with 30 or 100%. They are fully aware of the policies with regards to Senior Citizens and PWDs. In addition, they also give importance to the well-being of their passengers for prohibiting the exhibition of pornographic and violent video tapes inside the van with 30 or 100%.

Table 3.1 b Frequency Distribution of Drivers With Regard As To Compliance of the MC NO. 2011-004

Questions:	Responses:			
	Complied	Percentage	Not Complied	Percentage
Do you follow the No Smoking Policy within the terminal or inside the van?	29	97%	1	3%
Do you assure public safety and adhere to Environmental Laws?	29	97%	1	3%
Have you experienced cancellation of trips?	8	27%	22	73%
Do you give proper efficient and economical services to passengers?	30	100%	0	0%
Do you prohibit discrimination within the terminal or inside the van?	28	93%	2	7%
Do you follow the passenger maximum capacity fixed by the Board?	25	83%	5	17%
Do you reserve seats for PWDs?	30	100%	0	0%
Do you grant fare discounts to Senior Citizens and PWDs?	30	0%	0	0%
Do you follow the maximum capacity for passengers?	28	93%	2	7%
Are you courteous to the passengers?	30	100%	0	0%
Do you allow animals inside the van?	6	20%	24	80%
Do you provide signboards inside the van?	30	100%	0	0%
Do you prohibit the exhibition of pornographic video tapes and violent films inside the van?	28	93%	2	7%
Total Average	25	83%	5%	17%

Table 3.1 B shows that shows the frequency distribution of drivers as to compliance of MC No. 2011-004. 1st rank are: The giving of proper efficient and economical services to passengers, The reservation of seats for PWDs, The granting of fare discounts to Senior Citizens and PWDs, Courteousness to passengers and the installation of signboards inside the van. This implies that the Drivers have adhered with the policies of the adhered with the policies of the fare rate provided by law, they are aware on the policies for PWDs, they didn't violate any policy by the way they treated the Senior Citizens and PWDs. Furthermore, in order to maintain good relationship of passengers, drivers believed that

being courteous is important with 30 or 100%; this means that respondents are aware on the relevance of these signboards in their job and for the guidance of their passengers.

Table 3.1 C Frequency and Percentage Distribution of Passengers as To Compliance of the MC NO. 2011-004

Questions		Responses		
	Complied	Percentage	Not Complied	Percentage
1. Do the drivers and operators follow the No Smoking Policy within the terminal or inside the van?	20	67%	10	33%
2. Do the drivers and operators assure public safety and adhere to Environmental Laws?	19	63%	11	37%
3. Have you experienced cancellation of trips?	9	30%	21	70%
4. Are you given proper efficient and economical services by the drivers and operators?	24	80%	6	20%
5. Have you experienced being discriminated by the drivers/operators within the terminal or inside the van?	12	40%	18	60%
6. Do the drivers and operators follow the passenger maximum capacity fixed by the Board?	14	47%	16	53%
7. Do the drivers and operators reserved seats for PWDs?	22	73%	8	27%
8. Do the drivers and operators grant fare discounts to Senior Citizens and PWDs? (proceed to next question if you are not Senior Citizen or PWD)	2	6%	3	10%
9. Do the drivers and operators abide the authorized fare charges as authorized by the Board?	19	63%	11	37%
10. Are the drivers and operators courteous?	22	73%	8	27%
11. Do the drivers and operators allow animals inside the van?	17	57%	13	43%
12. Are there any signboards provided by the drivers and operators inside the van?	26	87%	4	13%
13. Do the drivers and operators prohibit the exhibition of pornographic video tapes and violent films inside the van?	17	57%	13	43%
Total Average	18	60%	12	40%

Table 3.1 C shows whether the Operators and Drivers comply with the MC NO. 2011-004 in accordance to the answers of the Passengers. 18 or 60% of passengers said that the Operators and Drivers are complying while 12 or 40% of passengers said that they are not complying in it. This shows that according to passenger's observations, the drivers and operators comply with the Revised Terms and Conditions of MC No. 2011-004.

Table 4.1 A Frequency and Percentage Distribution of Operators With Regard to the Effectiveness of the MC NO. 2011-004

	Frequency	Percentage
YES	30	100%
NO	0	0%
Total	30	100%

The table shows that out of 30 Operators, all or 100% of them said that the MC NO. 2011-004 is effective. This is because they implement Road Safety Precaution strictly in their terminal in order to reduce the number of road accidents.

Table 4.1 B Frequency and Percentage Distribution of Drivers With Regard to the Effectiveness of the MC NO. 2011-004

	Frequency	Percentage
YES	29	97%
NO	1	3%
Total	30	100%

The table shows that out of 30 Drivers, 29 or 97% of them said that the MC NO. 2011-004 is effective while only 1 or 3% said that it is not effective. This implies that drivers who comply with MC NO. 2011-004 follows and abides the Road Safety Precaution when in service.

Table 4.1 C Frequency and Percentage Distribution of Passengers With Regard to the Effectiveness of the MC NO. 2011-004

	Frequency	Percentage
YES	21	70%
NO	9	30%
Total	30	100%

The table shows that out of 30 Passengers, 21 or 70% of them said that the MC NO. 2011-004 is effective while 9 or 30% said that it is not effective. This implies that majority of the

passengers say that the MC No. 2011-004 is effective in addressing policies to the respondents; the compliance of respondents in it is being established.

SUMMARY FINDINGS

This study was conducted for the purpose of determining the compliance of the Public Utility Vehicle (PUV) Van Operators, Drivers and Passengers to the Memorandum Circular Number 2011-004 or Road Safety Precaution. The respondents of the study are 30 PUV operators, 3O drivers and 30 passengers who operate, drive and ride from Tuguegarao City to the Northern part of Cagayan. They were selected in random of different ages and sex. Out of 30 Operators, majority of them are 30-45 years old because their stamina is not yet deteriorating. Out of 30 Drivers, they are predominated by 30-45 years old, because this age they are in the most driving d their goal is self-esteem, prestige and feeling of accomplishment. Most of the Passengers ages 18-30 years old, because their age constitutes of students especially the college commuters who seldom ride PUV vans. The frequency distribution of Operators with regard to their sex shows that all of them are male. Meanwhile, all of the Drivers are also male. However, most of the Passengers are predominated by females.

The 90 respondents were also given the freedom to identify the cause of Road Accidents depending upon their observations and experience. The frequency distribution of Operators with regard to the causes of Road Accidents show that the primary cause of Road Accidents is fortuitous events. However, Driver said that the primary cause of Road Accidents is the driver's negligence; on the other hand, the passengers said that the primary cause of Road Accidents is also the driver's negligence. The gathered data from the respondents showed that the respondents who experienced Road Accidents are primarily caused by driver's negligence.

Moreover, the frequency distribution of Operators with regards to their compliance in MC NO.2011-004 shows that the majority of them comply with Road Safety precaution. In addition, the majority number of driver's are also complying and abiding to it. However, according to the passenger's observations, the operators and drivers comply with Revised Terms and Conditions of MC NO.2011-004. Each of them is complying with the Road Safety Precaution as the result of their assessment.

On the other hand, the frequency and percentage distribution of Operators with regard to the effectiveness of MC NO.2011-004 shows that it is effective. In the driver's case, drivers comply, follow and abide Road Safety Precaution when in service making the MC NO.2011-004 effective. In addition, according to the passenger MC NO.2011-004 is also effective. The MC NO.2011-004 is effective.

CONCLUSION

Based from the results of this study, the researchers may conclude that PUV Operators, Drivers and Passengers are fully complying with the Road Safety Precaution. Moreover, it is concluded that the main factor which contribute to Road accident is Driver's Negligence.

RECOMMENDATIONS

- The LGU should conduct of more seminars regarding Road safety should be increased and Traffic Management Groups should also be versed very well regarding road safety.
- Road policing is a vital component of road safety strategy and plays a key role in saving lives and minimising injury on the roads. It must be given its rightful priority by government and police services and be adequately resourced.
- LTO should monitor PUVs more to promote and maintain the effectiveness of MC No. 2011-004
- The study only covered Tuguegarao City, in order to collect broader data, the other researchers need to also conduct studies to different Municipality/City for its continuance and improvement.
- Make road safety a political priority
- Develop a multidisciplinary approach to road safety.
- Set appropriate road safety targets and establish national road safety plans to achieve them.
- Support the creation of safety advocacy groups.
- Set and enforce strong and uniform vehicle safety standards.
- Manage infrastructure to promote safety for all.
- Provide efficient, safe and affordable public transport services.
- Encourage walking

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