



COMPLIANCE OF PUBLIC UTILITY VANSTO MEMORANDUM CIRCULAR NO. 2011-004: THE COMMUTING PUBLIC PERCEPTION

DANIEL V. DOQUILLA, MSCrim

Faculty, College of Criminal Justice Education

Cagayan State University

Piat Campus, Piat Cagayan, Philippines

danieldoquilla03@gmail.com

ABSTRACT: *Traffic rules, regulations and guidelines have to be set in place and must be strictly followed by motorists so that serious accidents and injuries can be prevented (NilkamalPvt Ltd, 2018). The knowledge and attitude which can be done through a compliance survey is a powerful tool that can be used to determine the knowledge and the attitude of the populations regarding traffic rules and regulations on the road (Vandamme, 2009). This study aimed to assess the compliance of public utility vans to MC No. 2011-004 or the Road Safety Precaution in Piat, Cagayan as perceived by the commuting public. This research undertaking utilized the descriptive-quantitative method of research which primarily attempts to collect quantifiable information to be used for statistical analysis of the population sample. Respondents of the study were the commuting public who are using public utility vans as a means of transportation. The accidental sampling, also called convenience sampling was the sampling technique used in the study. Based from the results of this study, the researcher concluded that PUV Drivers as perceived by the commuting public are to some extent compliant with the Road Safety Precaution as reflected by the data gathered in the study. In view of the findings of this study, it is recommended that a stricter monitoring may be conducted by the concerned government agency with the Land Transportation Office as the implementing arm, on PUVs and other public utility vehicles in the promotion, observance and effective implementation of MC No. 2011-004 especially on the guidelines least observed by the PUV drivers as shown in this study.*

Keywords: *compliance, Public utility van, MC No. 2011-004, commuting public, PWDs, senior citizens, signboards, regulated discounts*



INTRODUCTION

Traffic rules, regulations and guidelines have to be set in place and must be strictly followed by motorists so that serious accidents and injuries can be prevented (NilkamalPvt Ltd, 2018). The knowledge and attitude which can be done through a compliance survey is a powerful tool that can be used to determine the knowledge and the attitude of the populations regarding traffic rules and regulations on the road (Vandamme, 2009). The PSVs (Public service vehicles) have been accused of over speeding, carrying passengers beyond capacity, playing very loud music, reckless and careless driving, being rude to passengers and driving unroad worthy vehicles, among others (Ngui, 2014).

Throughout the world governments continue to enact laws and regulations in an effort to increase efficiency and effectiveness in the management of road transportation yet compliance continues to be a challenge. This non-compliance can be attributed to social norms among the drivers (Björklund & Åberg, 2012). Social norms are standards of behaviour that are accepted within a particular group or society and consist of: perceived behavioural control, injunctive norms and descriptive norms. In driving, perceived behavioural control is a result of individuals exploiting existing opportunities on the roads; injunctive norms are due to pressures from people that drivers respect; and descriptive norms result from the way other drivers behave on the road. Pirie, (2014) observed that since 1998, the government of Uganda had formulated traffic rules for road drivers, set penalties for violation of rules and deployed traffic personnel to enforce compliance, but still there was continued non-compliance with the rules.

The successful compliance to introduced laws and regulations primarily necessitate that individuals embrace behaviour change as directed by the laws. One poorly understood aspect of behaviour change is the leadership triggers since a given trigger succeeds in one social group but fails tremendously in another (Christie, 2010). Example is the Public Service Vehicles (PSV) drivers who are the most crucial road transport policy implementation agents, though they violate traffic rules continuously right under the nose of the vehicle



owners, the Matatu SACCOs, local authority leaders and traffic police who seem to accept these behaviours (Chitere, 2014).

In Nigeria, Audu (2012) observed that road safety activities commenced as soon as motor vehicles were introduced in the Nigerian roads in the 19th century. The researcher reported that after independence, the number of vehicle users nearly doubled with the resultant effect of sharp increase in the number of people involved in road traffic crashes. Sumaila (2013) reported that Nigeria ranked as the country with the second largest road network in Africa in 2011, with population density which translates to a population-road ratio of 860 persons per square kilometres indicating intense traffic pressure on the available road network. According to Adekoya, Adekoya, Adepoju and Owoeye (2011), Nigerian roads are dominated by abundant combination of inexperienced, drunk and overconfident drivers who are unconcerned about the lives of other road users as well as theirs. Thus, many commercial vehicle drivers may not know more than the rudiments of moving vehicles and sounding their horns ostensibly to attract the attention of passengers thereby engaging in noise pollution. Onuka and Adeyemi (2012) corroborated this view when they states that most Nigerian drivers have no regards for road signs, driving rules and regulations.

Chidoka (2009) observed that the Federal Road Safety Commission has conceptualized, designed and implemented various public education programmes which cut across languages, cultural and religious barriers. Since the introduction of the public education programme, it is seen as an innovation that will improve drivers' behaviour on roads and highways. This educational programme may be effective in improving the driving culture of drivers, predrivers in general and that of the commercial vehicle drivers in particular on Nigeria roads and highways.

STATEMENT OF THE PROBLEM

This study aimed to assess the compliance of public utility vansto MC No. 2011-004 or the Road Safety Precaution in Piat, Cagayan as perceived by the commuting public. Specifically, it sought to answer the following questions:



1. What is the profile of commuting public respondents?

1.1 Age

1.2 Sex

2. What is the extent of Compliance of the respondents to the MC No. 2011-004 as perceived by the commuting public?

RESEARCH METHODOLOGY AND TREATMENT

This research undertaking utilized the descriptive-quantitative method of research which primarily attempts to collect quantifiable information to be used for statistical analysis of the population sample. Respondents of the study were the commuting public who are using public utility vans as a means of transportation. The accidental sampling, also called convenience sampling was the sampling technique used in the study which involves, “choosing the nearest individuals, in this case commuting public to serve as respondents and continuing that process until the required sample size has been obtained” (Cohen et al., 2007). In this case, commuting public who happened to be readily available and accessible at the time were sought after and selected at open spaces where commuting public mostly gather and being at other vantage points were easily identified and included. These commuting public then served as “captive audiences”. The instrument that was used in gathering pertinent details was through a survey questionnaire which was patterned from the published study of Agustin et. al. In the conduct of the study, questionnaires were used to obtain information to issues that the researcher is seeking to investigate. The gathered data were tallied, analyzed and interpreted using frequency counts and percentages.

RESULTS AND DISCUSSIONS

Table 1.a: Frequency and Percentage Distribution of commuting public as to Age

| Age | Frequency | Percentage |
|-------|-----------|------------|
| 18-30 | 54 | 60.00 |
| 31-45 | 30 | 33.33 |



| | | |
|--------------|-----------|---------------|
| 46-60 | 6 | 6.67 |
| Total | 90 | 100.00 |

Table 1.a described the frequency and percentage distribution of the commuting public as to age. As revealed from the data gathered, 18-30 years old has the highest frequency of 54 or 60.00 percent. This data implies that majority of those who responded on the study are in the stage where the body is still strong to travel and still young enough to enjoy physical activities without worrying about pain remedies that coincides when the body ages and most especially becoming more established in a chosen career, home ownership, as well as becoming more self-aware as described by Carly Sullens (owlcation.com).

Table 1.2 c Frequency and Percentage Distribution of commuting public as to Sex

| Sex | Frequency | Percentage |
|--------------|-----------|---------------|
| Male | 46 | 51.11 |
| Female | 44 | 48.89 |
| Total | 90 | 100.00 |

Data in the table revealed that respondents have almost the same percentage as to sex. Male outnumbered female countered by a little percentage. This data implies that in terms of travelling, the males love to travel more than their female counterpart. This finding contradicts the study of Tilley and Houston (www.sciencedirect.com) where she mentioned that women across all area types travel further than men when controlling for a commute, suggesting that women have more activity demands outside of employment, in comparison with men. Beuret et al. (2014) suggests that there are greater opportunities for women to socialize as driving license holding and car access has increased amongst women.

Table 2: Frequency and Percentage Distribution of the PUVs Compliance to MC NO. 2011-004 as perceived by the Commuting Public

| ITEMS | RESPONSES | | | |
|--------------------------------------|-----------|------------|--------------|------------|
| | Complied | Percentage | Not complied | Percentage |
| Drivers follow the No Smoking Policy | 60 | 66.67 | 30 | 33.33 |



| | | | | |
|--|-----------|--------------|-----------|--------------|
| within the terminal or inside the van | | | | |
| Drivers assure public safety and adhere to Environmental Laws | 57 | 63.33 | 33 | 36.67 |
| Ensures no cancellation of scheduled trips | 18 | 20.00 | 72 | 80.00 |
| Gives proper, efficient and economical services by the drivers | 72 | 80.00 | 18 | 20.00 |
| Ensures no discrimination within the terminal or inside the van | 36 | 40.00 | 54 | 60.00 |
| Follow the passenger maximum capacity fixed by the Board | 42 | 46.67 | 48 | 53.33 |
| Provision of reserved seats for PWDs | 66 | 73.33 | 24 | 26.67 |
| Grants fare discounts to Senior Citizens and PWDs | 6 | 6.67 | 84 | 93.33 |
| Imposes authorized fare charges set by the Board | 57 | 63.33 | 33 | 36.67 |
| Drivers do practice courtesy | 66 | 73.33 | 24 | 26.67 |
| Provision of signboards inside the van | 78 | 86.67 | 12 | 13.33 |
| Ensures no exhibition of pornographic video tapes and violent films inside the van | 51 | 55.56 | 39 | 44.44 |
| Total Average | 54 | 60.00 | 36 | 40.00 |

The table showed guidelines or rules established under MC # **2011-004** for PUVs to comply with in relation to their operation. As revealed from the data gathered, “**Grants fare discounts to Senior Citizens and PWDs**” is the least complied guideline by the PUV drivers as perceived by the respondents of the study. This data manifests that the PUV drivers are not compliant to the mandate under **Memorandum Circular (MC) 2018-004** and **Republic Act No. 10754**, also known as "An Act Expanding the Benefits and Privileges of Persons with Disability” which provides that all public utility vehicles (PUV), Grab and Uber services



included, must grant persons with disability (PWD) and senior citizens a **20% discount** on rides—no buts, no ifs, no questions asked upon presentation of the documents to supporting the claim. On the other hand, **“Provision of signboards inside the van”** have been observed by the respondent as the most complied guideline by the PUV drivers such as the signboards for PWD and SC seats. This data implies that drivers are observant of the guideline on this provision. This measure is supported in many instances by government officials such in the case of Councilors Donato Matias and Franz Pumaren of Quezon City who stressed that courtesy **seats** in all establishments in QC must be provided, with appropriate signage, to give **PWDs, pregnant women and senior citizens** better safety and comfort. This is further supported by the provision of the 1987 Constitution of the Philippines which states that it is a policy of the State to protect Persons with Disabilities (PWD) and promote their welfare and development. In the same manner, the Convention on the Rights of Persons with Disabilities also mandates to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.

CONCLUSION

Based from the results of this study, the researcher concluded that PUV Drivers as perceived by the commuting public are to some extent compliant with the Road Safety Precaution as reflected by the data gathered in the study.

RECOMMENDATIONS

In view of the findings of this study, it is recommended that:

- A stricter monitoring may be conducted by the concerned government agency with the Land Transportation Office as the implementing arm, on PUVs and other public utility vehicles in the promotion, observance and effective implementation of MC No. 2011-004 especially on the guidelines least observed by the PUV drivers as shown in this study.
- A similar study may be conducted to include a greater scope and other variables or aspects not covered in the present study.



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