ASSESSMENT OF THE AWARENESS AND IMPLEMENTATION OF THE JOINT ADMINISTRATIVE ORDER 2014-01 IN LA TRINIDAD, BENGUET

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Abstract: Road safety is a multifaceted process that does not only depends on technical and environmental improvements, but in a key parts from human factors especially their compliance to road safety orders. Hence, this study aimed to assess the implementation of JAO 2014-01. Specifically, it determined the level of awareness of respondents on the features and penalties of PUV/UV under JAO 2014-01, the extent of implementation of the provisions of such order and the extent of influence of the factors affecting the implementation of the provisions. Descriptive survey was used with questionnaire as the main data gathering tool. This study was conducted at La Trinidad, Benguet and it involved a sample of 50 drivers/ operator and 50 commuters. The results showed that the drivers/ operators are very much aware on the provisions of JAO 2014-01 which implies that the respondents have a clear understanding of the features and the possible consequences of violating any of the provisions under the aforementioned order. As to the implementation, the respondents perceived that the administrative order is very much implemented reflecting the efficiency of the enforcers. On the other hand, the identified factors have a slight effect on the implementation of the provisions of JAO 2014-01. To enhance the awareness level of the drivers/ operators and commuters as well as the implementation of JAO 2014-01, a proposed development plan was developed.

Index Terms -JAO 20-01; Colorum Vehicles; Assessment; Traffic Laws

1.INTRODUCTION

Motorization continues to innovate cities and even rural areas of the developing world resulting in huge changes in the society and the environment.

A research on "The Impact of Traffic Enforcement on Road Accident Fatalities in Botswana" emphasizes the ability of punitive policies (i.e. road fines) to reduce fatalities since Botswana recorded to have one of the highest rate. It states that the amendment of road laws came with stricter penalties for road offenses which include higher fines and longer jail terms. The findings revealed that the enforcement of the new road laws has achieved little in the reduction of fatalities, therefore, according to his research, increasing the minimum driver licensing age may be a panacea to road accidents.

Another research conducted by Anup Kharde et.al "Study entitled Study on awareness of road traffic rules among drivers of rural area: A cross-sectional study" said that the Road traffic accidents (RTA) are a pandemic in current era, which destined to rise in the future, due to increase in a number of vehicular population in addition to increase in a number of aggressive road users. Most of RTAs are due to unawareness to road traffic rules.

With the continuous elevation of the illegal and reckless driving, it is necessary for the government with the cooperation of the society to sustain and improve motor vehicle safety. This requires a constant campaign on public awareness and surveillance to better monitor nonfatal injuries, detect new problems, set priorities and implement adequate programs and policies. Furthermore, the realization of creating a society that is very aware and practice the initiatives to sustain the environment is crucial.

The Joint Administrative Order 2014-01 were one of the laws formulated to put an end to the illegal operation of unauthorized motor vehicles that contributed to the increased number of accidents along the road. To ensure the safety of the public, the government proactively and exhaustively conduct coordinated efforts nationwide to have sustained, relentless and dedicated campaign to address the

problem on the proliferation of illegal public utility vehicle operations adding to the problem in traffic congestion and other road safety issues brought about by reckless driving endangering the lives of the passengers.

In support of the government's program on anti-colorum various law, circulars and city ordinances were created and implemented all throughout the country. One of this is the REPUBLIC ACT NO. 11235, notifying people that motor vehicles were required to follow a bigger, readable and color-coded number plates and identification marks, alongside with this, a Joint Administrative Order were strictly implemented, both to ensure the safety of commuters, drivers and the community or otherwise be apprehended and penalized.

Although, despite of the strict implementation of traffic laws, rules and regulations, Transport Union asked the Supreme Court to junk the excessive, illegal JAO 2014-01. According to Ernesto Cruz, the National Chairperson of NCTU, it is illegal, unjust and a form of legal extortion. It substantially increased fines and penalties for violations of laws, rules and regulations governing land transportation.

Colorum vehicles hide behind the color of authority. This is an illustration on how PUV's with proper permits give birth to illegal units. For example, taxi operator with a CPC for two units, would later on acquire more units but will no longer apply for proper authority for the operation of the additional units. This is a clear misuse of the franchise granted by the LTFRB. This was posted by Arlyn VCD Palisok Romualdo during the UP forum.

In La Trinidad, colorum vehicles are tolerated as a result of corrupt practices, undisciplined drivers and unaware commuters. The continuous increase of colorum vehicles are visible to the society and the authorities, although penalties are being implemented, complying with the laws enacted or passed by the executives and legislative department, it is often set aside resulting to the continuous increase in the numbers of colorum vehicles in the municipality.

This research aims to provide information for the community and the government at present, that may be beneficial in a way that it may serve as a groundwork to the current traffic related problems in the Municipality of La Trinidad. It also presents possible solutions to the current issue on colorum vehicles to come up with a most reliable and functional planning to ensure the safety and security of both parties involved (commuters, drivers/operator).

NEED OF STUDY

findings of this study are beneficial to the law enforcers, operators and drivers, other government agencies concerned with road safety, the DOTC, LTO and LTFRB, the commuters, and the community as a whole.

The findings and recommendations may serve as a basis for law enforcement to resolve any traffic-related problem today and in the future. Likewise, the information and/or results of the study can also help the operators and drivers be aware and understand the consequences of their actions concerning the law. It is likewise important because it compares authorized and unauthorized motor vehicle operations, including their differences.

In addition, this study can provide, promote, and strengthen important and helpful information, techniques, and strategies in the proper implementation of JAO 2014-01 as it leads to awareness and responsible driving that can prevent the occurences of untoward incidents.

Further, the results of the study gateway to the awareness of the commuters concerning JA0 2014-01 of the LTFRB and LTO. The same results also encourage the drivers and operators to be more aware and vigilant as they can cause car and traffic accidents. While in the community and to the barangay officials, this study could be a basis for establishing their policy or an ordinance related to JAO 2014-01. Thus, the respondents can acquire additional knowledge on choosing the type of service transportation that could best serve the residents. Finally, the theoretical knowledge on the implementation and the corresponding penalties for violations can be disseminated. Likewise, the findings of this study may also serve as a springboard for further studies related to JAO 2014-01.

3.1 Population and Sample

Two respondents participated in this study namely the drivers or operators and commuters aged 21-40 years old. They used several known colorum motor vehicles plying around La Trinidad and the number of passengers per trip in a day to determine the number of respondents that represent each group. There were 50 drivers or operators and 50 commuters who responded to the survey which included 100 respondents.

Aided by the data, the study merely focused on the commuters as the patron of motor vehicles and the drivers or operators of the motor vehicles. Further, the commuters usually observe the behaviors of drivers since they use PUVs.

3.2 Data and Sources of Data

The study used a survey questionnaire as the main tool for gathering the data. The questionnaire has three parts in which the first part contained the profile of the respondents and indicators of the level of awareness of commuters, drivers, and operators plying around the La Trinidad, Benguet route on the features and penalties under JAO 2014-01. Meanwhile, the second part focused on the awareness of commuters, drivers, and operators plying around the La Trinidad, Benguet route on implementing the ordinance. Lastly, the third part sought answers on the extent of influence of the factors affecting the level of implementation of JAO 2014-01 for public utility operations. The questionnaire was first presented to the Thesis Panel Committee for perusal and approval.

Moreover, the Cronbach alpha value was used in the eliability testing conducted in Baguio City with fifteen respondents composing of drivers or operators and commuters as required by the tool validator. A statistician analyzed the result and then, submitted the results to the tool validator. Based on the Cronbach alpha yielded to a result of 0.92 which suggests that the items have high internal consistency; thus, the tool is reliable.

On the other hand, the Cronbach's Alpha on Part 2 is 0.89 that suggests that the items have relatively high internal consistency. Meanwhile, Part 3 attained 0.63 which suggests that it has poor internal consistency; thus, the tool is questionable for most references.

Overall, the Cronbach alpha is 0.755 and thus, the tool is generally reliable. Hence, the tool was approved and was used for the data gathering.

3.3 Theoretical Framework

The schematic paradigm of the study. The Input box includes the data on the awareness of the driver or operators and commuters in implementing the JOA 2014-01. The Process component of the study includes an assessment of the level of awareness of the drivers or operators and commuters on the implementation of the order as perceived by themselves and the commuters. Through a survey questionnaire, the results were generated and became the bases for conceptualizing and developing an output.

Lastly, the Output component aspired to propose a development plan to enhance the awareness level of the drivers or operators and commuters on the implementation of JOA 2014-01. Further, the proposed plan was aimed to sustain and/or to make the rules known by the drivers and motivate each individual to follow the traffic rules and regulations.

RESEARCH METHODOLOGY

This chapter presents the research design used in the study. It also includes the discussion of the population and locale of the study, data gathering tools, data gathering procedure, the statistical tools, and treatment of data.

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3.4 Statistical tools and econometric models

This section elaborates on the proper statistical/econometric/financial models which are being used to forward the study from data toward inferences. The detail of the methodology is given as follows.

3.4.1 Descriptive Statistics

The study used a survey questionnaire as the main tool for gathering the data. The questionnaire has three parts in which the first part contained the profile of the respondents and indicators of the level of awareness of commuters, drivers, and operators plying around the La Trinidad, Benguet route on the features and penalties under JAO 2014-01. Meanwhile, the second part focused on the awareness of commuters, drivers, and operators plying around the La Trinidad, Benguet route on implementing the ordinance. Lastly, the third part sought answers on the extent of influence of the factors affecting the level of implementation of JAO 2014-01 for public utility operations. The questionnaire was first presented to the Thesis Panel Committee for perusal and approval.

3.4.2 Fama-Mcbeth two pass regression

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Overall, the Cronbach alpha is 0.755 and thus, the tool is generally reliable. Hence, the tool was approved and was used for the data gathering.

To quantify the perception of the respondents on the extent of awareness and level of implementation of the provisions of JAO 2014-01 and the extent of influence of the factors affecting the level of implementation of the order, the 4-point Likert's scale was used as presented on Table 1 shows the arbitrary value, numerical scale, descriptive equivalent, and interpretations.

3.4.2.1 Model

Table 1 shows the arbitrary value, numerical scale, descriptive equivalent, and interpretations.

Table 1

Likert's Scale for the Level of Awareness, Level of Implementation and Extent of Influence

Arbitrary Value	Scale	Descriptive Equivalent	Interpretation
1	1.00-1.75	Not Aware	The respondents do not have any background knowledge on the features and penalties of PUV/UV under JAO 2014-01.
		Not Implemented	The provisions of JAO 2014-01 are not implemented at all.
		Not considered	The factors are not considered at all; the activities/ processes are never deliberated.
2	1.76-2.50	Slightly Aware	The respondents are knowledgeable on some of the features and penalties of PUV/UV under JAO 2014-01.
		Slightly Implemented	The provisions are poorly implemented; the activities/ processes are almost never being implemented.
		Slightly Considered	The factors are considered to a little extent; the activities/ processes are seldom deliberated.
3	2.51-3.25	Moderately Aware	The respondents are knowledgeable on most of the features and penalties of PUV/UV under JAO 2014-01.
		Moderately Implemented	The provisions are implemented to a great extent; the activities/ processes are not consistently implemented.
		Moderately Considered	The factors are considered to a great extent; the activities/ processes are often deliberated.
4	3.26-4.0	Very Much Aware	The respondents are well knowledgeable and they themselves can explain the provisions under the JAO 2014-01.
		Very Well Implemented	The provisions are implemented to a very great extent; there are plus factors in the implementation; the activities/ processes are always implemented.
		Very Much Considered	The factors are considered to a very great extent; there are plus factors in the implementation; the activities/ processes are always deliberated.

IV. RESULTS AND DISCUSSION

4.1 Results of Descriptive Statistics of Study Variables
Table 4.1: Descriptive Statistics

Indicators	Mean	SD	Descriptive Interpretation
1. Road safety worthiness	3.49	0.75	VMA
2. La Trinidad Traffic rules and regulations	3.25	0.85	MA
3. Traffic Violation Penalties	3.66	0.55	VMA
4. Provincial Ordinances in relation to JAO 2014-01(Obstruction, (illegal parking etc.)	3.61	0.63	VMA
5. Provisions on Maintenance of owned vehicles	3.69	0.56	VMA
6. Signage inside the PUV's (discounts, PWD's no smoking, etc.)	3.63	0.54	VMA
7. Fare matrix of PUVs	3.56	0.57	VMA
8. Registration of motor vehicles (inspection of motor vehicle, body parts, engine, emission test)	3.67	0.49	VMA
9. Illegal modifications9 body engine)	3.75	0.50	VMA
10. Driver's License restrictions (what vehicle to drive	3.84	0.37	VMA
Over all Mean	3.62		VMA

Driver's license restrictions have the highest mean of 3.84 indicating that the respondents are very much aware on what type of vehicle to operate for each restriction. At present, driving is one of the most in demand skills in all areas thus many people have already applied and are applying for it regardless whether they own a car or not.

On the application form, the applicant will be asked on the driver license code he will be applying for and beside each code is the list of the designated vehicle that are allowed under each restriction. This now ensures that all drivers are aware on what they can and cannot operate based on their driver license code.

On the other hand, awareness on the La Trinidad Traffic Rules and Regulations got the lowest rank with a of 3.25 but still interpreted as much aware. It implies that the municipality of La Trinidad is still conducting information dissemination to the commuters and drivers/operators regarding the traffic rules and regulations being implemented in the municipality.

Relative to the findings above, it show that the drivers/operators are keen observers as to their roles and responsibilities as part of the transport sector.

The result was strengthened with what Arjie Aguja of PhilStar who mentioned that having a valid driver's license is the single most important requirement before getting behind the wheel of any vehicle. However, the restriction codes and conditions printed at the back of the license will determine what you can and can't drive.These restrictions depend on the type of license applied for (Professional or Non-Professional), actual performance during the LTO practical exam and vehicle used.

On the other hand, the driver/operator knows their legal obligations and civic duties in providing assistance to the public, especially to the passengers. In La Trinidad, since this is the vegetable bowl of the country and it is also the gateway to the mountain provinces of the Cordilleras, it is expected by the authorities that there is heavy to moderate traffic along the central business ditricts of the municipality.

The same result with the study entitlted "Knowledge, perceived effectiveness and qualification of traffic rules, police supervision, sanctions and justice" by Francisco Alonso et.at. The results showed that the clear majority of drivers consider they know in a sufficient manner the traffic norms, and consider them as effective. It also reveals that the general assessment of justice in traffic provided by Spanish drivers has shown a regular-low valuation degree. It was then recommended the need to study the interaction between subject and laws, at the glance of several elements preceding road behavior. This is the case of attitudes, opinions and perceptions in the field of road safety, factors that influence the interaction with issues such as traffic rules, police supervision, penalties and justice in traffic.

In La trinindad, if the enforcers are diligent in their work, these drivers/operators are being apprehended that may result to payment of fine as penalty.

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