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**MAND ANALYSIS FOR JEEPNEY SERVICES
IN DSAC, INDANG, CAVITE**

THESIS

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**Demand Analysis for Jeepney Services
in DSAC, Indang, Cavite**

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ABSTRACT

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A study was conducted from November to December 1996 at the Don Severino Agricultural College. The study aimed to: 1) identify the socio-economic characteristics of commuters of jeepney; 2) determine if there is a difference in the demand for jeepney services between high school and college students and between female commuters and male commuters; 3) determine the factors affecting the demand; 4) estimate the elasticity of demand for jeepney service; and 5) identify the problems encountered by jeepney commuters in the DSAC- Indang plaza route.

A total of 239 respondents was taken from the DSAC population. Respondents' age ranged from 13 to 63, with a mean of 19 years old. The respondents were mostly female and at college level. Their destination was mostly at DEMDS. Most of them lived far from DSAC and they needed two or more rides to reach their destination. The average allowance was pegged at ₱ 213.80/week.

The demand of female commuters differed significantly from male commuters. Males demanded more jeepney services over the other. However, the demand of high school students was not significantly different with that of the college students.

The variables that were found to affect the quantity demanded for jeepney in linear form were sex, destination, type of commuters, expenditure in tricycle, frequency of walking and number of rides. Age, allowance, and number of years of stay in DSAC were found not significant at the five percent level of significance. However, in double log form, the variables found as determinants of quantity demanded for jeepney were sex, expenditure in tricycle, type of commuters and age. In both functions used, these variables explained the dependent variables with 25 percent variation. The F-values were both highly significant.

In both forms, the jeepney service was found to be inelastic because the allowance elasticity was less than 1 and the negative sign indicates that the jeepney service was an inferior service to the commuters. On the other hand, tricycle service and frequency of walking were found as substitute for jeepney service.

The common problem reported by the respondents was lack of supply of jeepney during rush hours and bad weather. With that situation, the average demand of commuters for jeepney service was seven times in a week.

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DEMAND ANALYSIS FOR JEEPNEY SERVICES IN DSAC, INDANG, CAVITE^{1/}

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INTRODUCTION

The land transportation system abounds as an essential social service in the Philippines. Unfortunately, reality indicates that this system in the country has been characterized as perennial inefficiencies. The compounding problems are the infernal traffic jams, the increasing number of commuters during peak hours and the air pollution.

Land mass transportation in the country is composed of tricycles, jeepneys, pedicabs, minibuses, buses, taxi and lately, the LRT. The three common means of public land transport are jeepneys, buses and taxi. In some remote areas, there are calesas pulled by horses and cows and carabaos with carts. These modes of transportation are not satisfactorily sufficient in moving people to different places. Among the mentioned modes of transportation, the