

LEVEL OF AWARENESS AND IMPLEMENTATION OF
ROAD SPEED LIMITER (REPUBLIC ACT 10916) IN
INDANG, CAVITE

THESIS

CATHERINE T. CAPAYA
NESLIE C. CARTEL
CYRILL I. MENDOZA

College of Criminal Justice

CAVITE STATE UNIVERSITY

Indang, Cavite

May 2019

**LEVEL OF AWARENESS AND IMPLEMENTATION OF ROAD SPEED
LIMITER (REPUBLIC ACT 10916) IN
INDANG, CAVITE**

Undergraduate Thesis
Submitted to the faculty of
College of Criminal Justice
Cavite State University
Indang, Cavite

In partial fulfillment
of the requirements for the degree
Bachelor of Science in Criminology



000079694

*Level of awareness and implementation of
road speed limiter (Republic Act 10916) in
717 7 C17 2019
1-8321*

**CAPAYA, CATERINE T.
CARTEL, NESLIE C.
MENDOZA, CYRILL I.**

June 2019

ABSTRACT

CAPAYA, CATERINE T., CARTEL, NESLIE C., MENDOZA, CYRILL I.

Level of Awareness and Implementation of Road Speed Limiter Act (Republic Act 10916) in Indang, Cavite. Undergraduate Thesis. Bachelor of Science in Criminology. Cavite State University, Indang Cavite. May 2019. Adviser; Ms. Marissa C. Lontoc, PhD.

The study was conducted from August 2018 to May 2019 to determine the level of awareness of public utility jeepney and bus drivers in Indang, Cavite and the implementation of Road Speed Limiter Act in Indang, Cavite. Specifically, it aimed to: 1. identify the demographic profile of public utility jeepney and bus drivers in Indang, Cavite; 2. determine the level of awareness of public utility jeepney and bus drivers in Indang, Cavite; 3. identify the implementation of Road Speed Limiter Act in Indang, Cavite; 4. determine if there is a relationship between level of awareness and demographic profile; and 5. determine the relationship between level of awareness and implementation. The participants were composed of two hundred twenty three (223) selected public utility jeepney and bus drivers in Indang, Cavite. The results were conducted by the used of self-made survey questionnaire.

Based on the results of the study, most of the jeepney and bus drivers belong to the age bracket of 41-50 years old (29.1). These are the ages in which their families needed more financial support due to demands and needs of every member of the family. However, most of the jeepney and bus drivers are married (72.6) because married men have greater responsibility to their family rather than single and widowed man. Also, 91 of the jeepney and bus drivers obtained college level of education. This is because of the existence of Cavite State University, they were given more opportunity to undergo college education. Moreover, at their age of 41-50, they are in service of driving for more the 21 years because of the continuous demand of transportation in Indang, Cavite

specially the continuous increasing number of students of Cavite State University. So, this serves as their basic mode of income.

The level of awareness of public utility jeepney and bus drivers got the mean of 3.05 with verbal interpretation of aware. This is because Metro Manila is included to the route of bus associations in Indang, Cavite to where the Road Speed Limiter Act is highly implemented. Then, the other cities and municipalities near Indang, Cavite are also implementing this act. Thus, jeepney and bus drivers in Indang, Cavite are aware of Road Speed Limiter Act.

In addition, the implementation of Road Speed Limiter Act got the mean of 2.30 with verbal interpretation of slightly implemented. This is because implementation of this act might cause problems on transportation and economic loss of Indang, Cavite. Thus, the road speed limiter device is not affordable to a public utility driver with continuous responsibility to his family.

In terms of level of awareness on Road Speed Limiter Act, the public utility jeepney and bus drivers were aware with the mean of 3.05 with verbal interpretation of aware. Meaning, the level of awareness of public utility jeepney and bus drivers in Indang, Cavite varies according to their demographic profile specifically on age, civil status, educational attainment and number of years in service.

Lastly, as to the results of correlation between level of awareness and implementation, the hypothesis was rejected with verbal interpretation of there is a relationship. Thus, there is a direct relationship to the variables. Since, Road Speed Limiter Act is not highly implemented then, they are not highly aware of this act.

TABLE OF CONTENTS

	Page
BIOGRAPHICAL DATA.....	ii
ACKNOWLEDGMENT.....	v
ABSTRACT.....	vi
LIST OF TABLES.....	viii
LIST OF APPENDICES.....	x
INTRODUCTION.....	1
Statement of the Problem.....	3
Objectives of the Study.....	4
Conceptual Framework of the Study.....	5
Significance of the Study.....	6
Time and Place of the Study.....	7
Scope and Limitation.....	8
Definition of Terms.....	8
REVIEW OF RELATED LITERATURE.....	9
METHODOLOGY.....	25
Research Design.....	25
Participants of the Study.....	25
Sampling Technique.....	26
Sources of Data.....	26
Data Gathering Procedure.....	26
Statistical Treatment of Data.....	27
RESULTS AND DISCUSSION.....	28
SUMMARY, CONCLUSION AND RECOMMENDATION.....	44
Summary.....	44

Conclusion.....	46
Recommendation.....	48
REFERENCES.....	49
APPENDICES.....	52

LIST OF TABLES

Table	Page
1 Demographic profile of drivers of public utility jeepney and bus in terms of age.....	28
2 Demographic profile of drivers of public utility jeepney and bus in terms of civil status.....	29
3 Demographic profile of drivers of public utility jeepney and bus in terms of educational attainment.....	30
4 Demographic profile of drivers of public utility jeepney and bus in terms of number of years in driving.....	30
5 Level of awareness of drivers of public utility jeepney and bus on Road Speed Limiter Act in Indang, Cavite.....	32
6 Implementation of Road Speed Limiter Act in Indang, Cavite as Perceived by Drivers of Public Utility Jeepney and Bus.....	35
7 Relationship between demographic profile and level of awareness of drivers of public utility jeepney and bus in Indang, Cavite.....	38
8 Level of awareness of drivers of public utility jeepney and bus in Indang, Cavite in terms of age.....	39
9 Level of awareness of drivers of public utility jeepney and bus in Indang, Cavite in terms of civil status.....	40
10 Level of Awareness of Drivers of Public Utility Jeepney and Bus in Indang, Cavite in terms of Educational Attainment.....	41

11	Level of awareness of drivers of public utility jeepney and bus in Indang, Cavite in terms of number of years in driving.....	42
12	Coefficients on the relationship between level awareness and implementation of road speed limiter act in Indang, Cavite....	43

LIST OF APPENDICES

Table		Page
1	Certificate of Instrument Validation.....	53
2	English Critic Certificate.....	55
3	Statistician Certification.....	57
4	Result of Final Defense.....	59
5	Routing Slip.....	61
6	Statistical Data Analysis.....	82
7	Survey Questionnaire.....	87
8	Curriculum Vitae.....	91

**LEVEL OF AWARENESS AND IMPLEMENTATION OF ROAD SPEED
LIMITER (REPUBLIC ACT 10916) IN
INDANG, CAVITE**

**Caterine T. Capaya
Neslie C. Cartel
Cyrill I. Mendoza**

An undergraduate thesis submitted to the faculty of the Department of Criminology, College of Criminal Justice, Cavite State University, Indang, Cavite, in partial fulfillment of the requirements for the degree Bachelor of Science in Criminology with Contribution No. CCJ - 2019 - 25. Prepared under the supervision of Dr. Marissa C. Lontoc.

INTRODUCTION

Several studies have shown that speed is one of the most important factors in traffic accidents because higher speed often causes serious injuries and death. Among causes of deaths, road traffic accidents ranked as 9th leading causes of death in the world. Each year, nearly 1.25 million people die in road crashes around the world; an average of 3,287 deaths a day and twenty to fifty million are injured or disabled (World Health Organization, 2017).

In number of death and mortality rate in Asia, Philippines ranked as 11th among highest road traffic accidents in Asia (Atlas Magazine, 2017). Lourens (n.d.) stated that the main risk factors of road traffic accidents in the Philippines are over-speeding and failure to comply with the highway traffic act. Thus, fatal road accidents are one of the major problems in Philippine roads. The usual vehicles involved in the accidents are large hauler, trucks, public utility bus and jeepneys. In fact, drivers involved in these accidents unanimously blame faulty brake system. But the truth is these accidents are caused by huge road haulers running away past the speed limit (Cordelliero *et al.* 2016).