SSR Journal of Economics, Business and Management (SSRJEBM) OPEN ACCESS

Volume 2, Issue 1, 2025 Journal homepage: https://ssrpublisher.com/ssrjebm/ ISSN: 3049-0405
Email: office.ssrpublisher@gmail.com

Uncovering Reasons and Mitigation Efforts to Address the Influx of Unregistered Vehicles in Borongan City, Eastern Samar Philippines: A Case Study

Joseph Emmanuel J. Agda[1], Niña Joy Colongon[2], Roberto B. Obina Jr.[3]

[12,3]Graduate School, Eastern Samar State University, Borongan City, Eastern Samar, Philippines

Received: 09.02.2025 | **Accepted:** 12.02.2024 | **Published:** 28.02.2025

***Corresponding author:** Joseph Emmanuel J. Agda[1], Niña Joy Colongon[2], Roberto B. Obina Jr.[3]

DOI: *10.5281/zenodo.14948695*

Abstract **Case Studies**

Having the luxury of owning a vehicle is a huge comfort to a lot of people. You may get from one place to another without the hassle of commuting. You can go to your chosen destination on your own time. Having your own vehicle provides you accessibility and efficiency, may it be personal or professional. Filipinos enjoy having their own motorcycle since it is affordable. This provides a huge advantage not just to the people residing in Borongan, Eastern Samar but around the world. Hence, this study aims to know the reasons as to why they are not registering their motorcycles, what are the mitigation efforts of the Land Transportation Office (LTO) and Philippine National Police – Highway Patrol Group (PNP - HPG), what is the opinion of the general public, and the solutions that the people involved can suggest. The researchers would apply a qualitative approach to dig deep as to why motorcycle owners are not registering their motorcycles. The results of this study would enhance the mitigation efforts of the two government agencies, strengthen the policy and importance of registering their motorcycles, and provide road safety in the city of Borongan.

Keywords: Vehicle ownership, accessibility and efficiency, motorcycle affordability, Borongan, Eastern Samar.

CHAPTER 1

INTRODUCTION

The quality of land transportation is crucial to the development and progress of a certain locality, particularly in terms of accessibility, affordability and efficiency.

People do travel for various reasons: workers need to commute to their place of work as a means of earning their income; students have to report to their classes while farmers have to bring their produce to the market in order to create economic opportunities. In a growing place like Borongan City where some upland or remote villages or barangays do still have a dearth of available public utility vehicles to regularly serve commuters and the riding public, the increasing demand for fast and safe mode of land transportation has never been more critical than the previous years. While it is true that telecommunications facilities like the internet and the use of social media have dominated the way people behave or act virtually bridging time, distance and culture across the globe. Despite these technological innovations, there is still no better substitute than in-person way of interacting or transacting business with other individuals thru face-to-face modality, hence the necessity to be mobile and hit the road to accomplish such tasks.

One of the most visible vehicles that have literally grown in the country are the ubiquitous motorcycle vehicles. Motorcycle is one of the most common means of transportation in the Philippines both in urban and rural areas. They are considered as the king of the Philippine Road. The Land Transportation Office (LTO) revealed in November 2023 that there are over 8.5 million registered motorcycles in the country, more than any other vehicle category in the country. Perhaps the reason why motorcycles have ballooned and become more attractive to

people is its affordability, fuel efficiency and flexibility especially in passing through narrow and rough roads.

Like other means of public transportation, it is a common or private carrier, riding a motorcycle is also associated with a high risk of getting into an accident. In Metro Manila in the Philippines, about 58 people were involved in a motorcycle-related road crash on average daily as of 2023, a significant increase from the year before. Despite this, the number of people with a motorcycle license has shown year-on-year growth as reported by Balita (2024).

Part of the police power of the State is to regulate compliance to regulations and impose penalties and sanction to erring individuals. Driving unregistered motorcycle vehicles poses clear and present danger to other motorists, commuters, pedestrian and the public at large. The potential damage it might cause due to vehicular accidents caused by these unregistered motorbikes is a threat that needs to be addressed since it is of paramount concern of the government to safeguard the safety and welfare of its people. Moreover, government agency like the LTO is deprived of its stream of income that would have been generated from imposing license fees from concerned owners of motor vehicles.

In the province of Eastern Samar, the Land Transportation Office (LTO) has posted almost twenty percent (20%) increase in the number of permits or licenses issued to various types of vehicles from 9,530 in the year 2022 to 11,626 in 2023. Of the various types of vehicles whether they are private, government or for hire, that were registered with LTO during the two consecutive years, motorcycles and/or tricycles has been reported as the highest in terms of quantity, that is, a total of 2,957 in 2023 alone.

In our interview with the Chief of the LTO in the province of Eastern Samar, it was disclosed that currently they do not have data as to how many unregistered motorcycle vehicles are out there plying the road network in Eastern Samar in general and in Borongan City in particular. Except for the 30 number of motorcycle vehicles that are presently impounded in the LTO premises for violation of traffic rules, among others, they cannot ascertain the total number of motorcycle vehicles with expired registration with LTO and yet are still being used by owners of said vehicles.

As of third quarter of 2024, there are about 15 motorcycle stores in Borongan City alone where on average each store sells 10 motorcycle per month either thru cash or installment basis and not to mention those sold thru online platforms like Shopee and Lazada. Part of their marketing strategy is to include its first year of registration with LTO but they do not have control anymore for succeeding years whether the buyers will regularly update their registration or not.

It is a public knowledge in Borongan City that every time the Highway Patrol Group (HPG) conducts checkpoints along the national highway, a lot of these motorcycle vehicles with its drivers and passengers are stalled along the national highway since they are apprehensive that most likely they might be caught by those manning the check points for violation of driving an unregistered motorcycle vehicle and be meted out with corresponding penalties. Moreover, it causes traffic along the national highway since these unregistered motorcycle vehicles are being parked there while waiting for the traffic enforcers to leave their post and only such time can they now proceed on with their trip and not to mention the time wasted for these erring commuters. The safety and security of other commuters or even bystanders are also at stake and should never be compromised should there be vehicular accidents involving these unregistered motorcycle vehicles.

The researchers have ventured into this study as they see the urgent need to resolve this perennial threat to the lives and limbs and even property of every individual that may be victimized by this glaring violation of traffic rules. The results of this study will provide avenues to improve the present system and institute mechanisms that will safeguard the rights and obligations of every individual caught in this predicament. It will also lend policy makers to craft stringent measures to protect the lives of every individual while creating a more efficient and responsive mode of transportation in the locality.

Statement of the Problem

This qualitative inquiry will explore the reasons as to why some motorcycle riders fail to

regularly register their motorcycle and what is the Land Transportation Office (LTO) doing for the riders to register their motorcycles hassle free. From the lenses and narratives of the participants of the study, the researchers would like to find out the following:

I. What could be the underlying reasons including the challenges and issues faced by owners of unregistered motorcycle vehicles as:
   a. perceived by the Land Transportation Office (LTO) which is the agency tasked to regulate vehicles in the Philippines; and
   b. perceived by motorcycle owners?

II. What are the initiatives or mitigating efforts that are being implemented by government regulatory bodies in order to resolve barriers for timely and updated registration of motorcycle vehicles?

III. What policy recommendations can possibly be crafted to further improve the mechanism in regulating owners of unregistered motorcycle vehicles?

Objectives of the Study

This study aims to explore the factors contributing to the high number of unregistered motorcycles in Borongan, Eastern Samar. By examining the challenges faced by motorcycle owners, their awareness of registration rules, and the impact on road safety, we seek to provide valuable insights that can inform local policies and improve registration efforts. The following objectives guide this research:

1. To find out the underlying reasons including the challenges and issues faced by owners of unregistered motorcycle vehicles.
2. To identify the initiatives or mitigation efforts that are being conducted by government regulatory bodies to resolve barriers for timely and updated registration of motorcycle vehicles.
3. To assess the opinion of the public toward the risks involved in riding unregistered motorcycles and its impact to their rights, safety and welfare.
4. To formulate policy recommendation that will further improve in regulating unregistered motorcycle vehicles.

Significance of Study

This study is significant because it will deter the occurrence of unregistered vehicles plying along the roads specifically in Borongan City whether or not the Highway Police Group (HPG) conducts an inspection and to find out what innovation is LTO doing to accommodate the riders concerns in terms of their registration.

Riders. This study is significant to find out what are their reasons as to why they do not register their motorcycles and are they aware of the legal repercussions of not registering their motorcycle. They should be informed of the accountabilities they face and the corresponding sanctions and penalties for violation the pertinent laws and ordinances associated with having an unregistered motorcycle vehicle.

LTO, HPG. This study will lend some insights as to the innovative strategies the LTO and HPG are doing to help their fellow countrymen. It will also probe the efficacy of the policies and practices that they should institute in order to address this issue.

Scope and Delimitation

This study focused on the phenomenon of unregistered motorcycles in Borongan, Eastern Samar, aiming to uncover the primary reasons for non-registration and evaluate the actions implemented by the Land Transportation Office (LTO). It covered several key areas, including the demographics of motorcycle owners, considering factors such as socioeconomic status, age, and level of education. The inquiry likewise analyzed the awareness and experiences of these owners regarding the registration process, exploring barriers related to finances, time, and knowledge. Additionally, the research examined the measures taken by the LTO to facilitate motorcycle registration and increase awareness of its importance, such as educational campaigns and policy implementations. The study also delved into the consequences of unregistered motorcycles in terms of public safety, legal accountability, and economic factors within Borongan.

In terms of delimitation, this research was solely

confined to the city of Borongan, excluding other municipalities or regions in Eastern Samar or the Philippines. It focused exclusively on motorcycle ownership, without considering other types of vehicles. Data collection primarily included the current trends and statistics from 2023, incorporating recent interviews and surveys conducted with motorcycle owners. While the research utilized qualitative methods, the qualitative data obtained were derived mainly from interviews and focus groups, which may limit the generalizability of the findings to broader populations outside Borongan. Lastly, the study attempted to address factors such as broader traffic laws, other forms of transportation, or regional differences in motorcycle use, allowing for a focused analysis of unregistered motorcycles within the defined geographic and demographic scope.

Definition of Terms

Unregistered Motorcycle. A motorcycle that has not been officially registered with the Land Transportation Office (LTO) in the Philippines, lacking the necessary ownership documentation and legal permits for road use.

Land Transportation Office (LTO). The government agency in the Philippines responsible for the registration of motor vehicles, issuance of driver's licenses, and enforcement of traffic laws.

Registration Process. The procedure through which a motorcycle owner submits the required documents and fees to the LTO to obtain official recognition and legal permission to operate the vehicle on public roads.

OR/CR (Official Receipt/Certificate of Registration). The official documents provided by the LTO upon successful registration of a motorcycle, serving as proof of ownership and legality for road use.

Motorcycle License. A legal certification obtained by individuals allowing them to operate motorcycles on public roads, often requiring passing specific tests and meeting age requirements.

Highway Police Group (HPG). A specialized unit of the Philippine National Police responsible for enforcing traffic laws and regulations, conducting inspections, and ensuring road safety.

Socioeconomic Status. The social and economic factors that characterize an individual's or community's position in society, often influenced by income, education, and occupation.

Public Safety. The welfare and protection of the public, often related to measures taken to prevent accidents, injuries, and crime on public roads.

Mitigation Efforts. Strategies and actions implemented by authorities, such as the LTO, to reduce the incidence of unregistered motorcycles and promote compliance with registration laws.

Accident Rates. Statistics reflecting the frequency of motorcycle-related accidents, often used to analyze trends and the impact of unregistered vehicles on road safety.

CHAPTER II

REVIEW OF RELATED LITERATURE AND STUDIES

Motorcycle safety is a multifaceted issue that requires a comprehensive approach, incorporating education, community engagement, and legislative support. This review of related literature highlights key studies that contribute to understanding the various aspects of Uncovering Reasons and Mitigation Efforts to Address the Influx of Unregistered Vehicles.

It is a fact that the effects of an unregistered motorcycle is that it will be hard for the police to identify who is the owner of the said motorcycle if there is a crime committed using that motorcycle. As a consequence, justice will be delayed if not denied to the victims involving unregistered motorcycle vehicles.

According to the Department of Transportation there is a PHP 10,000 penalty for driving an unregistered vehicle or motorcycle, plus impound if the registration is already expired for more than 1 month which is quite expensive for an ordinary person here in Borongan.

According to Philippine Assistance (Aug 2024). if you got a brand-new ride from an

accredited importer or dealer, then you can just take advantage of the registration service that they offer along with the new motorcycle. It may take up to 6 months for the OR/CR to be released as it would depend on your dealership arrangements. Otherwise, you will need to take matters into your own hands and attend to the registration process at the Land Transportation Office (LTO).

The demand for motorcycle ownership in the Philippines is a must for almost everyone. Considering it is affordable and easy to use, it is quite in demand for those people who are in a tight budget and wanted to go from point A to point B. However, even though that a motorcycle is affordable compared to a 4-wheel car there are still unregistered motorcycles in Borongan. The lack of properly educating new motorcycles owner is a problem in terms of the importance of registering their motorcycle vehicles.

According to R.A. No. 4136 all motorcycles and scooters used or operated on any highway of the Philippines must be registered with the Land Transportation Office for the current year**.** The respondents of the study averred that the reason for their failure to register their motorcycle vehicles is the cost involved which is quite expensive not to mention the time it takes to process their registration papers. Given these constraints the respondents argued that they have no choice but to forego the registration process and make use of their vehicles in order to serve its purpose.

The importance of registering your motorcycle is necessary. The Land Transportation Office is firm in stating that it is an offense to drive a vehicle without an OR/CR. Unless a motorist is ready to pay the fines, have it impounded, or get in a legal battle that could prove to be an exercise of futility, they suggested that the owners of these unregistered vehicles should follow LTO's directive rather than face any adverse consequence. However, some people tend to brush this off because it is not strongly implemented. The Department of Health Mortality Statistics opined that unregistered motorcycles pose significant risks to road safety due to their lack of insurance coverage and potential involvement in accidents. Studies have shown a correlation between unregistered motorcycles and increased accident rates. In terms of the economic consequence, unregistered motorcycles contribute to a loss of tax revenue for the government, as they do not pay registration fees or taxes. Additionally, the associated costs of accidents and law enforcement can drain public funds especially if the victims avail of the Universal Health Care program of the government.

From the standpoint of the LTO, buyers who fail to register their motorcycles with them within five (5) days from acquisition of ownership will be meted with a penalty of 20,000 PHP – 50,000 PHP or imprisonment of 1 month and 1 day to 6 months to 6 years, or both (LTO, 2023).

Unregistered Vehicles

Motor vehicles are classified as unregistered if these are not registered with the LTO, hence, do not comply with safety or emissions regulations, have no formal identifying documents, and no legal license plate. Based on the study of Khan, A. & Ali, S. (2020) the economic and social factors contributing to unregistered vehicle ownership in developing countries is a cause of major concern. They advocated for comprehensive policy reforms that include community education and better access to registration services. The findings of Bianchi, F. & Romano, G. (2021) stated that the relationship between unregistered vehicles and road safety issues in various European cities is alarming. It underscored the necessity for stricter enforcement of vehicle registration laws and suggested the implementation of awareness campaigns to educate the public on the benefits and drawbacks of having an unregistered motorcycle vehicle.

The result of the study made by Johnson, T. & Smith, R. (2022) on the socio-economic and cultural factors that lead to high rates of unregistered vehicles in urban areas is crucial to the general public. This was corroborated by the findings of Smith, A. & Jones, L. (2022) which underscored that the socioeconomic drivers behind unregistered vehicle ownership in urban areas are mainly due to poverty and lack of awareness.

The study conducted by Martinez, L. & Chen, Y. (2024) showed the increasing prevalence of unregistered vehicles in major American cities, attributing the trend to socioeconomic factors such as poverty, lack of access to information, and inadequate public transportation options. They recommended comprehensive public awareness campaigns and community-based programs to promote vehicle registration.

Issues and Challenges in Motorcycle Registration

According to the LTO, more than 60% of the vehicles in the Philippines are not registered or whose registration has not been renewed. There are 8.5 million registered motorcycles in the Philippines, with millions more unregistered, the Land Transportation Office chief said. LTO chief Asec. Vigor Mendoza said many delinquent motorcycle owners either forget to renew their registrations or fail to transfer ownership after purchasing the vehicle. Garcia, J. (2019) brings attention to the serious issue of motorcycle non-registration, affecting both rural and urban areas across the country. The study highlighted that many motorcycle owners are not fully aware of their social responsibilities, leading to widespread non-compliance. This lack of registration created an environment where motorcycles operate largely unchecked, raising both safety and legal concerns. According to Reyes, M. & Dela Torre, A. (2020) the barriers faced by Filipinos in registering their vehicles, including financial limitations and complex bureaucratic processes. The authors suggested simplifying the registration process and implementing financial assistance programs for low-income vehicle owners as effective mitigation strategies. According to De Leon, J. & Villanueva, P. (2021) there exists a strong correlation between unregistered vehicles and traffic accidents in Metro Manila. The lack of compliance with registration laws had exacerbated road safety issues, hence, they proposed stronger enforcement measures along with public awareness campaigns to educate drivers about the risks of operating unregistered vehicles. Also, according to the study of Bacani, A. & Cruz, E. (2022) the socioeconomic factors contributing to the rise of unregistered vehicles in urban areas of the Philippines is indeed disturbing. The authors identified key barriers such as high registration costs, lack of awareness, and bureaucratic inefficiencies. They recommended policy reforms aimed at reducing registration fees and improving public education on the importance of vehicle registration. The study of Gonzalez, R. & Lim, S. (2023) examined various local government initiatives implemented to address the influx of unregistered vehicles. They highlighted successful strategies such as community outreach programs and partnerships with non-governmental organizations to raise awareness and facilitate the registration process. On the other hand, according to Santos, L. & Abad, T. (2024) the use of technology in mitigating the problem of unregistered vehicles in the Philippines could lend solution to this persistent problem. They discussed the potential benefit in using mobile applications and online registration platforms that can streamline the registration process and improve compliance rates among vehicle owners.

These references cited provided a well-rounded overview of the relevant literature addressing the reasons for and potential solutions to the issue of unregistered vehicles.

Theoretical Framework

The theoretical framework for this study draws on several interrelated theories and models that explain the dynamics of vehicle registration, the factors influencing compliance, and the strategies for effective mitigation. Socioeconomic theory posits that factors such as income level, education, and access to information play a significant role in individuals' behavior regarding vehicle registration. These elements are crucial in determining whether vehicle owners complete the registration process, and understanding them helps identify target groups for mitigation efforts. Behavioral economics theory, on the other hand, integrates psychological insights into economic decision-making, suggesting that individuals often make decisions based on cognitive biases and heuristics rather than rational calculations. This can explain why some vehicle owners may avoid registration due to perceived complexity or immediate costs, despite the long-term benefits of compliance. The public policy framework

emphasizes the role of government policies and regulations in shaping behavior, proposing that effective policies can encourage compliance through incentives, education, and enforcement mechanisms. By analyzing successful policy measures from other regions, this framework can inform local strategies for addressing unregistered vehicles. Lastly, social norms theory highlights the influence of community expectations and social responsibility on behavior. The perception of vehicle registration as a social duty can impact compliance rates, and promoting this idea through community leaders and local organizations can help shift social norms in favor of registration. Together, these theories provide a multi-faceted understanding of the causes behind the prevalence of unregistered vehicles and the potential strategies for mitigation. By integrating these frameworks, the research can better analyze the complex interplay of socioeconomic factors, behavioral influences, policy effectiveness, social norms, and technological advancements, aiming to identify targeted interventions that can significantly reduce the number of unregistered vehicles in the community.

CHAPTER III

METHODOLOGY

This chapter presents the research design, locale of the study, respondents, sampling technique, research instruments, data collection and analysis of data.

Research Design

This study sought to evaluate the Uncovering Reasons and Mitigation Efforts to Address the Influx of Unregistered Vehicles in Borongan City, Eastern Samar through contextual explanatory case analysis method (Creswell & Creswell, 2017) since the researchers are interested in looking at circumstances, backgrounds and other factors that contribute to the dynamics of the case. Case study method afforded the researchers to look into the persistent situation where there is a prevalence of a large number of unregistered motorcycle vehicles based on the actual observations of the researchers whenever a check point is conducted by Highway Patrol Group (HPG) in the major thoroughfares in the City of Borongan. The researchers gathered data from a group of specific individuals: the owners of unregistered vehicles; the personnel of regulatory bodies from LTO and HPG; and some concerned individuals.

Case study was employed by the researchers since they made use of in-depth analysis of a particular segment or stakeholder that are affected by the occurrence of unregistered motorcycle vehicles in the locality in order to gain a better perspective of its context and dynamics. Specifically, it used key informant interviews and observations geared toward a nuanced and holistic perspective on the subject under investigation.

Research Locale

This study was conducted in Borongan City, Eastern Samar. Borongan, being the capital of Eastern Samar, is the major economic hub of the province where most of the government agencies are found and where most business establishments are situated. Borongan City is strategically located at the midpoint in the geographic map of the province hence the volume of traffic is considerably high due to the fact that it has the biggest number of population and the transit point of commuters moving from the northern to southern part of the province.

Respondents of the Study

The respondents of the study involved various stakeholders composed of 4 selected unregistered motorcycle riders, 4 personnel each from the Land Transportation Office (LTO) and the Highway Patrol Group (HPG) and 4 from the commuters representing the general public. Collectively, they are the ones concerned and hence are expected to be aware and involved in enforcing and regulating traffic laws in the locality.

The inclusion criteria for participants in this study were as follows: (1) selected owners of unregistered motorcycle vehicles; (2) selected personnel from the Land Transportation Office (LTO) and the Highway Patrol Group (HPG); and (3) private individuals willing to partake in the research and who have provided informed consent were considered for inclusion.

Research Instrument

The researchers designed a researcher-

made semi-structured interview guide and checklist in eliciting responses from the participants. Key informant interviews were primarily conducted by the researchers to gather the participants' opinions and views on the perennial occurrence of unregistered motor vehicles.

The interview guide was subjected to validation by soliciting expert advice from credible individuals in order to arrive at consistent, coherent and clear understanding of the queries posed by the researchers to the participants.

Sampling Procedure

The researchers will utilize purposive sampling method in collecting data. The researchers prefer purposive sampling to focus on participants that the researchers deem to possess the specific characteristics of the sample. The researchers had a clear idea of the characteristics and attributes that they are interested in studying and that includes owners of unregistered vehicles, government regulatory bodies and the public.

Data Gathering Procedure

To gather data for our study on the influx of unregistered vehicles in Borongan, Eastern Samar, the researchers designed a structured questionnaire and had it validated by a group of experts composed of faculty from the social science department of the university.

They then sought permission from their research adviser to gather data from identified group of participants before actually conducting the actual interviews and observations.

In the process of conducting the interview, the researchers observed important protocols like getting the informed consent of the participants by asking for their free consent and that their consent were freely given and were assured of their anonymity and confidentiality of their identities.

The responses of the participants were then consolidated, transcribed and analyzed by the researchers

After transcribing the narratives of the participants, the researchers meticulously reviewed and analyzed the data. There were a total number of 16 participants who took part in the study aimed to extract meaningful patterns and trends. The decision aligns with the principle of qualitative research where data saturation or the point at which no new information or themes emerge from the data.

The entire process was iterative, allowing for continuous refinement and exploration of emerging themes.

Data Analysis

The collected data was coded and categorized in order to identify patterns, themes or trends. Specifically, it made use of the Co**laizzi's** Thematic Approach which offers a structured and systematic method for analyzing qualitative data. This method involves a rigorous process of identifying, organizing, and interpreting patterns within the collected narratives.

Reflexivity

Being graduate students of the university, the researchers had a first-hand experience in seeing and observing long queues of riders of unregistered motorcycle vehicles parked along the national highway whenever the Highway Patrol Group or the Land Transportation Office would conduct check-points. This experience has served both a strength and a potential bias which shaped the researchers perspective and approach to the study.

Throughout the data collection process, the researchers remained cognizant of their stand and strived to maintain reflexivity. This entails reflecting on personal biases, acknowledging potential limitations and seeking divers perspectives to enrich the findings of the study.

Ethical Consideration

In compliance to Republic Act 10667 otherwise known as the Data Privacy Act of the Philippines, the researchers will maintain the highest sense of confidentiality by seeking the express and informed consent of the participants of the study to make sure that their consent is freely given, specific and informed.

CHAPTER IV

RESULTS AND DISCUSSION

This chapter encapsulates the significant findings gleaned from the analysis of data

collected from participants' narratives.

The utilization of thematic maps provided a structured framework for organizing and interpreting the divers and often complex narratives obtained from the participants. By distilling these narratives into emergent themes, the researchers were able to discern patterns, identify commonalities, and uncover underlying meanings (Brain & Clark, 2006).

I. EMERGENT THEMES

A. For Regulatory Bodies Like LTO and HPG

Emergent Theme A.1: Adopt Heavier Fines and Penalties Among Violators

A.1.1: Impose Higher Fines and Penalties to Violators: Research participants from LTO and HPG want to impose higher fines and penalties to violators such as cancellation of their driver's license by implementing R.A. 4136 otherwise known as the enabling law for registering motorcycle vehicles. They opined that violators should be apprehended immediately whenever they conduct checkpoints along the national highway. A staff of LTO shared her thoughts by saying:

"Simply impounding unregistered motorcycles at the premises of LTO does not seem to work. Right now, we have about 15 unregistered motorcycles that have been impounded for months already and the owners ignored our demands for them to claim and pay the impounding fee that accrues each day. By imposing heavier fines and penalties like cancellation of their driver's license may deter such occurrence in the future."

A.1.1: Use of Cutting-edge Technology to Monitor and Apprehend Violators: The personnel from HPG that were interviewed were implying to use technological devices and gadgets that would help them track violators by capturing their registration numbers at the back of their vehicles. One member of the HPG narrated:

"We are like children playing hide and seek. While we are manning the check points, they stop, park their vehicles along the street and wait until we are gone. It's been like that for years. Some would even send text message to their friends not to pass thru yet the highway as we are there conducting check points."

B. For Owners of Unregistered Motorcycle Vehicles

Emergent Theme B.1: Lack of Awareness and Knowledge

B.1.1: Ignorance of Registration Requirements: The participants, particularly motorcycle owners, were unaware of the legal obligations and penalties associated with unregistered vehicles.

For instance, one participant recounted his experience with respect to the legal implications and penalties associated with having an unregistered vehicle, saying:

"I know it is a hassle on my part whenever I would drive and pass along a check point manned by HPG and/or LTO but that's it. I am stranded in the traffic waiting for the check point to be lifted and this could be for hours, like even 2 to 3 hours. But with regards to legalities, well, I own the vehicle, and it seems no one is imprisoned yet with certain violations like having an updated registration. I really don't know the corresponding fines and penalties and its civil and criminal liabilities, if ever, in driving unlicensed motorcycle vehicle."

B.1.2: Misconceptions about Registration Process: Some participants believed that the seller or dealership would handle the registration process, leading to delays and non-compliance.

There was a common understanding among the participants particularly the owners of unregistered vehicles that the registration process is time-consuming and costly. Their common ground as students at the university is based on their narratives, as follows:

"Actually, I find it hard to go to LTO and process my registration since I am a regular student and I have classes almost the whole day, well, except Fridays. I am also afraid that there will be a lot of requirements that will be asked from me aside from the fact that I have no money to pay for the renewal of my license."

Emergent Theme B.2: Bureaucratic Hurdles and Inefficiencies

B.2.1: Lengthy and Complex Registration Process: Participants complained about the time-consuming nature of the registration process, including paperwork, inspections, and

queuing. Their notion of how the entire process at the LTO were summed up by one participant who boldly claimed:

"Seeing the long queues at the LTO makes me feel unmotivated to go there. It will be a waste of time for me. I also learned that if you know somebody there, the entire process will not take very long to renew your license."

B.2.2: Limited LTO Resources and Capacity: Insufficient staff and facilities at LTO office were cited as contributing factors to long processing times and delays.

Emergent Theme B.3: Enforcement Challenges and Public Safety Risks

B.3.1: Ineffective Enforcement: Respondents expressed concerns about the lack of strict enforcement of registration laws, particularly regarding checkpoints and traffic stops.

One participant candidly confided:

"The yearly renewal process is gross to me. I have been a motorcycle vehicle owner, though admittedly is still unregistered currently, but frankly, I have not yet met an accident since I am very careful in driving. I don't think I pose a threat to other motorists. I hope someday, LTO will make it simpler and faster to register."

B.3.2: Road Safety Hazards: Unregistered motorcycles pose significant safety risks due to potential mechanical issues, lack of insurance coverage, and reckless driving behavior.

C. Opinion and Views of the Commuters or the General Public

C.1 Emergent Theme: Lack of Respect of Riders for the Rule of Law and Safety and Welfare of All Commuters: The research participants representing the general public opined that these owners of unregistered motorcycle vehicles lack discipline for not observing the rule of law.

A regular commuter shared her sentiment by expressing her views on the proliferation of unregistered motorcycles in the streets of Borongan. She said:

"I do not understand why the number keeps on increasing. It is not fair to other commuters. They disregard the rule of law and when accidents do happen, who's liability would it be? I suggest Traffic Enforcers should be more vigilant to report and impose sanctions to these erring riders."

Conceptual Framework

The conceptual framework for this thesis visually and systematically illustrates the relationships between the identified factors contributing to unregistered vehicles and the proposed mitigation efforts. This framework is structured to facilitate a comprehensive understanding of the problem and to guide the research methodology.

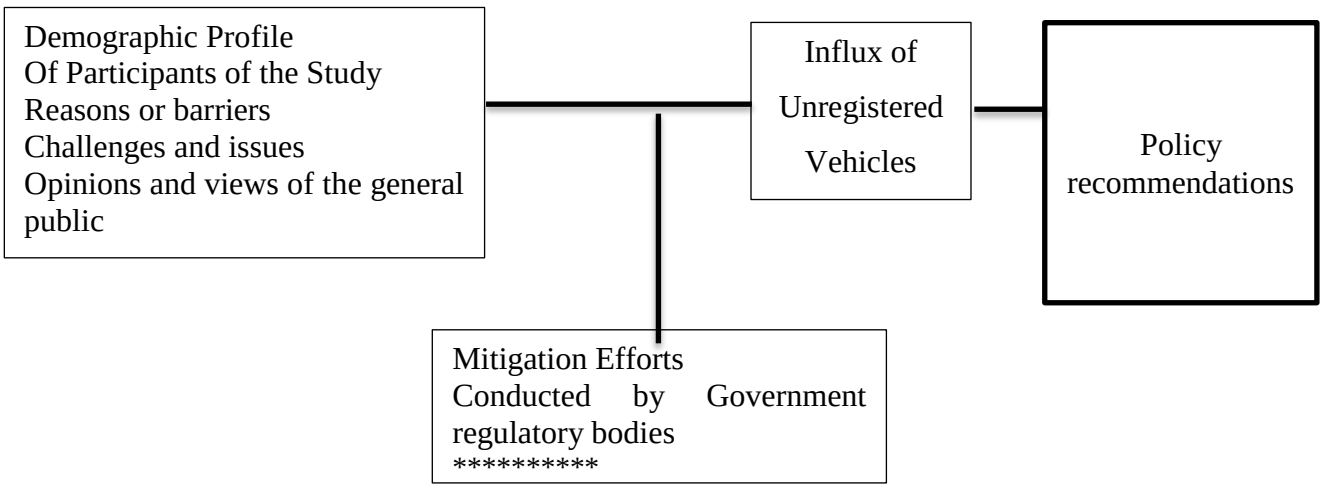

Figure 1. The Research Paradigm

This conceptual framework encapsulates the multifaceted nature of the issue surrounding unregistered vehicles, illustrating how various factors contribute to the problem and how targeted mitigation efforts can address these issues. It serves as a foundation for the research methodology, guiding data collection and analysis while providing a clear direction for

potential interventions.

CHAPTER V

SUMMARY, CONCLUSION, AND RECOMMENDATIONS

Summary

The study titled "UNCOVERING REASONS AND MITIGATION EFFORTS TO ADDRESS THE INFLUX OF UNREGISTERED VEHICLES IN BORONGAN CITY, EASTERN SAMAR: A CASE STUDY," conducted in Borongan, Eastern Samar, explored the experiences of unregistered motorcycle riders, the mitigation efforts of LTO and HPG, and also the opinion of the public. This study aimed to understand why there unregistered motorcycles are and know the efforts of the government regulatory agencies like the LTO and HPG.

The researchers utilized the contextual explanatory case analysis method using key informant interviews. The responses of the participants were coded, analyzed and identified using patterns, themes and trends. The locale of the study was situated in Borongan City, Eastern Samar. The inclusion criteria for participants ensured a targeted group, comprising of motorcycle riders, commuters, the LTO, and the HPG. Purposive sampling was employed to select participants who could provide rich insights into the research problems.

Data collection involved a survey and key informant interview to the identified participants. The process allowed the researchers to know the reason, mitigation efforts, and also provide recommendation. After transcribing narratives from 16 participants composed of 4 owners of unregistered motorcycle vehicles; 4 from the LTO; 4 from the HPG and 4 from the public as regular commuters.

For the demographic profile of owners of unregistered motorcycle vehicles, 75% (3) were male while 25% (1) were female.

The four (4) participants each from LTO and HPG averred that the enabling law which is R.A. 4136 should be strictly implemented by law enforcers particularly on apprehending on-site violators. They also stated that use of technological devices and gadgets should be installed to promptly monitor and apprehend violators on a real-time basis.

The four (4) owners of unregistered motorcycle vehicles mentioned lack of awareness of legal consequences of their actions and the bureaucratic impediments like processing and renewal of documents that hamper or prevent them from complying with registration requirements.

The four (4) commuters who form part of the general public that were interviewed by the researchers revealed their sentiments by saying that most of these owners of unregistered motorcycle vehicles do lack discipline, education and proper training. The lives of commuters and the general public are at stake through their wanton disregard of law and order.

The researchers would like to propose the following policy recommendation, such as, use of technology to automate and track registration and monitoring of vehicles, among others.

Conclusions

Based on the statement of problem, the researchers arrived at the following conclusions:

1. For the demographic profile of research participants, majority of them are male at 75% while female accounted for 25%. Their mean age is 20 years old.
2. Selected participants from LTO and HPG disclosed that R.A. 4136 should be strictly enforced and violators should be meted with heavier sanctions and penalties to deter such practice among owners of unregistered motorcycle vehicles.
3. On the other hand, owners of these unregistered motorcycle vehicles claimed that one of the reasons or barriers for their non-compliance to R.A. 4163 is due to the fact that they lack awareness and knowledge of pertinent laws aside from their complaint that the system at the LTO apparently is tainted with bureaucratic problems and inefficiency. The gaps and narratives they shared were arresting and revealing yet does not justify their omission to abide with existing laws and policies.
4. As one of the biggest stakeholders, the commuters representing the general public expressed their frustration toward the deliberate act of the owners of these

unregistered motorcycle vehicles by disregarding the rule of law to the expense of the riding public.

5. The policy recommendation formulated by the researchers focused on improving the system by using cutting-edge technology in identifying and apprehending violators plying the road network.

Recommendations

The researchers would like to recommend the strict implementation of RA 4136 other than the usual practice of apprehending violators caught by LTO and HPG. Compliance to Article 2 of the Civil Code of the Philippines, "Ignorance excuses no one from compliance thereof," should be impressed upon erring owners of unregistered motorcycle vehicles. We recommend that they conduct monthly seminars to new motorcycle riders in their respective offices and also do a seminar in barangays to encourage people to register their motorcycles.

Moreover, the researchers would like to recommend the following:

1. A study may likewise be conducted to validate our findings in order to address this predicament.
2. A meta-analysis should likewise be undertaken to have a wider scope and possible implication to the study at hand.

III. POLICY RECOMMENDATIONS

Based on the actual narratives and conversations we had with the participants, particularly those from the Land Transportation Office and the Highway Patrol Group, we suggest formulating the following policy recommendations:

1. Use of technology like cameras, sensors and radio frequency identification system (RFID) to track road violators especially monitoring of unregistered motorcycle vehicles.
2. Road safety is everybody's concern. It is not only the lookout of the LTO and the HPG but down to the Barangay level. Barangay officials must also be vigilant by tracking those in their locality, the owners of unregistered motorcycle vehicles.
3. Stricker and more stringent penalties should be imposed to violators like revoking their driver's license.
4. Motorcycle Sales Establishments and even on-line sellers must also regularly monitor the registration of their customers at LTO bought either thru cash or installment basis.
5. Require all vehicles to regularly update the insurance coverage such as the third-party liability to make sure that rights of individuals are protected.

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