

**EXTENT OF THE COMPLIANCE BY DRIVERS ON THE SEAT
BELTS USE ACT OF 1999 (R.A. 8750) IN DAVAO CITY**



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Chapter 1

THE PROBLEM AND ITS SETTING

Background of the Study

Seatbelt in conformity is the overcome active in the same manner to preserve lives and reduce severe injuries. But, the process of non-safety belt portrayal notice is composed expecting into the center drivers and travelers. Despite the honestly coming about to non-safety belt thus among drivers shot been abroad accepted, reality joined with non-safety belt consider among travelers have not been very much archived. In backstabber, former studies demonstrated meander the butler's draw has a grown-up effect on the traveler's safety belt utilize. At any see, the lower than acknowledgment rate and all over correct of the self-announced safety belt use in exemplification considers, custom among domain that had an abnormal state view of punishment for non-safety belt utilize. The driver has the saucy encounter on the traveler's safety belt utilize (Han, 2016).

In 2013, Philippine National Police Highway Patrol Group (PNP-HPG) ongoing cruise adjacent to were 12,875 governing accidents and 6,212 occurred at night to the fullest 6,663 occurred by way of the day in Philippines. A ripen of those accidents happened between 6:00 a.m. and 6:00 p.m. while the immortal happened between 7:00 p.m. and 5:00 a.m. It was excluding around wander the era of the victims were mewl difficult seat belt (Lim, 2014). During the artful supply of 2014 concerning were a rank of 2,554 administering accidents documented in the Philippines close by 286 deaths

and 2,066 sharp-witted injuries according to the Philippine National Police-Highway Patrol Group (PNP-HPG).

Republic Act 8750, known as the Seat Belts Use Act of 1999, is the law that requires compulsory consistence of open and private drivers to utilize safety belt gadgets in accordance with the strategy of the State in seeking after a more proactive and preventive approach in securing the prosperity of voyagers and drivers from vehicular disasters. For their own specific prosperity, the driver and front seat voyagers of an open or private motor vehicle are required to wear or use their seat strap devices while inside a vehicle of running engine on any road or road: Provided, that for private vehicles, beside jeeps, jeepneys, vans, transports and such other private vehicles as may be settled in the Implementing Rules and Regulations (IRR), front and rearward sitting arrangement travelers are additionally required to utilize their safety belt gadgets at all circumstances (Crisostomo, 2016).

For this reason, the researchers would like to provide an assessment on the Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City.

Statement of the Problem

This research was conducted to determine the Extent of Compliance by Drivers on Seat Belts Use Act of 1999 (R.A. 8750) in Davao City. Specifically, it attempts to answer the following objectives:

1. What is the profile of the respondents in terms of the following:
 - 1.1 Sex;
 - 1.2 Age;

1.3 Educational Attainment; and

1.4 Type of Vehicle Driven?

2. What is the extent of the compliance by drivers of the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City in terms of the following:

2.1 Mandatory Use of Seat Belts;

2.2 Children Prohibited to Sit in Front Seat; and

2.3 Provisions for Seatbelt?

3. Is there a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when respondents are grouped according to their profile?

Hypothesis

The null hypothesis was formulated and tested at 0.05 level of significance which states that there is no significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) when respondents are grouped according to their profile.

Review of Related Literature

In this portion, the literatures are presented whose sources came from newspapers, journals, internet and books.

In 2011, 33 percent of children who died in motor vehicle accidents were not buckled in. Dimension unique 2 percent of stand unworthy of ripen 1 rode aside, 22 percent of those in that age group who died were unbuckled. An imprecise 3,308 pine farther down than 4 are vivacious straight away occasionally because they were properly buckled in (Bakalar, 2014).

In 2009-2010, so had been no variations into death charges via youth and gender, however forty six percent about fuscous children hold a death rate so is higher than the Hispanics then non-Hispanics whites. According after Sauber-Schatz, (2016) an epidemiologist along the Centers for Disease Control (CDC) then Prevention, some contributing factor is so a greater percentage on black children whosoever died were unrestrained. They do functionate extra in conformity with assist shield our children over the road, he acknowledged. They have according to fulfill sure up to expectation young people are buckled among age- and size-appropriate seats or seatbelts regarding each trip, no remember how quick the trip.

Standard tools used to be existence introduced in 1963 Studebaker, the seat belt has saved extra than a lot lives or in accordance to the National Highway Traffic Safety Administration (NHTSA), that continues according to shop touching 11,000 greater lives each year. The percentage regarding drivers carrying seat belts between incidents has declined slightly among the preceding year, beyond 97.7 according to 97.1 percent, as nevertheless exceeds the countrywide average of 86 percent through extra than 10 percentage factors according to Automotive Fleet mishap management surveys from 2012 and 2013. Seat belt security may stay justified into dollars as like well. According to NHTSA, the average charge over an accident is \$24,500. Most fleets recommend approximately 20 percentage on their collection automobiles involved among accidents. Taking these figures yet making use of them in conformity with fleets along 100, 1,000 then extra vehicles, or the expenses execute reach at least \$500,000 a year. Currently in that place are 33 States as hold main seat belt legal guidelines because

seatpassengers. In Alaska, violation for failing to remember to humbly click a seat belt in place before pulling on the road has consequence to pay as small as 15 dollar fine and more than 150 Dollar in California (Staff, 2014).

In addition, Cinch utilization done automobiles might have been watched over 19 urban communities over five (5) nations. In locales for Cinch Utilization Laws, Cinch Utilization went from a helter skelter about 83% in Sydney, Australia with a low about less 1% at freeway exits in Japan. Former of the Cinch Theory in Ontario and Quebec, Canada what's more in the United States without ACinchLaw, Cinch use went starting with a secondary of 33% previously; Los Angeles should a low of 4% for Windsor, Ontario. Persons under 20 quite some time of age were utilizing belts lesquerella regularly over grown-ups. What's more numerous individuals were wearing belts excessively awful inexactly should make powerful in crashes. Those 10–20% diminishment in passing's for nations with Cinch Laws need aid not likewise secondary as might a chance to be needed from the referred to impacts of belts clearly due to the bring down utilization Toward the individuals disproportionately included clinched alongside extreme crashes. Also on account of belts are worn improperly (Robertson, 2002).

Furthermore, the most recent thirty (30) years, the utilization for youngster security seats previously, engine vehicles need expanded dramatically, energized toward great publicized majority of the data crusades Furthermore lawful mandates. Despite this movement, there will be generally little experimental confirmation in regards the viability of youngster security seats relative of the significant part less expensive elective for accepted seat belts. Utilizing information starting with the casualty rate dissection reporting

weight framework on at deadly mishap crashes in the United States starting with 1975-2003, figured that tyke wellbeing seats, over genuine practice, need aid no superior to seat belts toward diminishing fatalities around youngsters age-old 2-6. This come about will be strong will an extensive variety about affectability analyses, including regulating for test choice that arises in light those FARS information situated incorporates main crashes to which in any event one casualty rate happens (Levitt, 2005).

In addition, authorities adjacent to the Minnesota Department about Public Safety (DPS) presented oversea theirs Roll Over Simulator as per show the media as execute happen as per drivers then travelers who are not wearing safety belts when their vehicle flips between a crash. The unbelted fix doll crash check fakers hint the test system had been encouraged outside the angle window, arriving over a figured ground with a sickening crash. PS trusts as per prevent that from going ahead as per genuine people together with a safety belt crackdown to that sum begins Monday. Obviously, no test system perform repeat the genuine adventure of being scattered next to a truck wheeling vehicle. Rollovers crashes perform appear inside the move over an eye, in particular I discovered outside 4 years prior (Harlow, 2015).

In 2015, Caldwell County is one of a quarter century Carolina areas picked as a seat strap think about zone to help choose North Carolina's general seat strap utilize rate, as required by the National Highway Traffic Safety Administration. The seat strap use rate is one of various estimations used by the Governor Pat McCrory's Vision Zero wander which expects to extra lives on North Carolina roadways. There delegate will probably accomplish zero action related fatalities through created office to-association

attempts that abate perilous driving practices by changing the general development prosperity society. North Carolina's seat strap use rate was 89.9 percent, just to some degree underneath the national standard of 90.0 percent. Caldwell County's utilization rate for drivers was 93.3 percent and 91.6 percent for travelers. North Carolina law requires that all motor vehicle voyagers in both the front and optional parlor to secure (Jackson, 2016).

An observational survey on the use of seat straps and youth limitations in the Lipetskaya locale led amid October 2010 accumulated data in 6 ranges and on 3 particular road sorts. A roadside diagram gathered information on data, perspectives, and acknowledgments toward the use of seat straps from subjectively picked drivers. Frequencies of seat strap utilize through arrange position, sex, and road sort were figured. A multivariable honest to goodness demonstrates uncovered the connection between seat strap use and socio measurement components. The audit arrangement permitted relationship of watched seat strap use to self-declared seat strap uses. In spite of the way that the watched seat strap use in Lipetskaya Oblast is generously higher than past evaluations in Russia, general wearing rates remain far from far reaching. Raise arrange explorers and adolescents are particularly at risk. Since joined direction and execution has wound up being convincing elsewhere, such interventions are relied upon to upgrade seat strap use (Ma, et. al., 2011).

There's an almost negligible difference between life and passing on Indian streets. By and large, that line is just 6 centimeters wide and runs askew over our trunk. Safety belts have been around since the mid-1950s. They are thought to be the best wellbeing gadgets in autos, and can build

your odds of surviving a crash by up to an incredible 60%. Ask any analyst and he'll let you know those are entirely great chances. However, a few arrogant and poorly educated street clients keep on raising their needles without clicking themselves in. This string will bust some basic myths related with safety belts, and additionally outline the honest to goodness capacities of these unassuming wellbeing gadgets. In the first place, we'll utilize the assistance of some genuine illustrations, presented by BHPians who have lived to tell the story - absolutely on account of safety belts (Schaumburg, 2016).

As indicated by a review directed by University of Tokyo, if drivers and front-situate traveler are not wearing their safety belts the danger of biting the dust in an auto collision is five circumstances more noteworthy. The review, distributed in the current week's issue of The Lancet, inspected more than 100,000 front-situate tenants required in auto to-auto collisions in the vicinity of 1995 and 1999 in Japan. In all cases there were no less than two travelers in the back seat. The most serious impact was found in head-on crashes. In these sorts of mishances, the absence of back safety belt hone expanded the risk of biting the dust for the driver by 600 percent. For the front traveler, passing danger expanded more than 700 percent (Carpenter, 2016).

In Malaysia, the auto is the second most regular method of transportation. As far as deadly street mishaps, auto drivers constitute around 9.0% and travelers 13.6% of fatalities. The significant reason for auto inhabitants' casualty in such mishaps is head wounds, which comprise of the greater part of the fatalities. In this way controlling the head and body, the underlying position is the most essential harm control methodology for auto

clients. The utilization of safety belts was regarded a standout amongst the best approaches to decrease street mishap fatalities in Malaysia and therefore the compulsory safety belt law was implemented in the mid-seventies. In this manner, a review on components impacting the consistence conduct of safety belt use among autos is required as to date no such research has been embraced in Malaysia. Consistence with the safety belt law was higher among drivers, taught auto clients, within the sight of requirement exercises, going in downtown area ranges and auto clients with an uplifting state of mind towards the dangers of speeding and night driving (Kulanthayan, et. al., 2014).

Likewise, Kuwait charged seat strap use by drivers in 1976 and by front seat explorers in 1994. The survey goals were to perceive and gage back and forth movement components related with seat strap use and levels of possibly dangerous driving practices in Kuwait. In 2010, 741 adults were reviewed regarding driving penchants and history. Only 41.6% of drivers uncovered constantly using a seat strap. Front seat voyager belt use was more run of the mill (30.5%) than back seat strap use (6.5%). Possessed driving practices were typical, including mobile phone use ('reliably or 'frequently': 51.1%) and informing/SMS (32.4%). Computed backslide showed that drivers who were young (18–19 years) male, Kuwaiti Nationals or non-Kuwaiti Arabs, rolled over as far as possible, had petty criminal offense tickets or more noteworthy than one auto collisions in the most recent year, were less inclined to utilize safety belts. Directed activities to expand open mindfulness and to implement auto wellbeing enactment, including utilization of safety belts, are important to

diminish the wellbeing weight of auto collisions in Kuwait (Raman et. al., 2014).

Furthermore, there's one, perhaps yet uncommon, kind of way episode that, heavenly being preclude, require long been Holding up on occur because of the administration's shocking lack of regard in the use of the seat secure law. He is envisioning somebody suddenly hurled out of a passementerie jeep's front seat, and whatnot beat will destruction unmitigated by thus vehicle in the road. The seat band hypothesis obliges know vehicles on bring safety belts not best for the driver and in addition to the passementerie clearly by him. Development masters in the city, and furthermore in the areas, requires help alluded to don't make clamor strict around this prerequisite, Despite Obviously exactly when it hails to secretly had cars furthermore vans. As things seem to be, the larger part passementerie jeeps are right away arranged with those pail sort, bravo, front seats that have been torn apart from left-over cars. Those seats never again have that out of date, rectangular advancement of the driver's seat, which at that guide utilized toward suit to travelers. It is sufficiently dreadful that these passementerie jeeps would even now ceaselessly allow on reduce to travelers in front. That is to say, they will never remove the terminal with exceptional case paying suburbanite by the driver. Superfluous to state, this demonstration is a huge segment dangerous over jeeps whose front seats would open tolerably; those demonstrations is not comparatively as perilous meander done cars whose portals require help close (Coronel, 2011)

In addition, amid climbing movement mishaps in the previous year, PNP agent GenerosoCerbo Jr. reiterated those endorses motorists may face if

found disregarding the situate belt, cap also anti-drunk. Furthermore driving laws, in view of PNP's roadway Watch Group's data, to the whole quite a while for 2014, vehicular mishaps across the nation expanded from 12,875 clinched alongside 2013 should 15,572. Around the top banana reason for mishaps incorporate awful overtaking, terrible turning, utilizing cellular telephones same time driving, plastered driving. Furthermore, hit what's more run episodes. Re-demonstration 8750 alternately those situate belts utilize gesture of 1999 obliges obligatorily consistence by motorists about private also Government funded vehicles to utilize seat sash gadgets requiring vehicle. Producers with introduce seat sash units on the whole the made vehicles. The law additionally disallows kids (ages six a long time also below) should sit in those front seat for at whatever running engine vehicle. Fizzling on wear the endorsed seat Cinch gadgets or disappointment to require as much alternately travelers on wear those endorsed seat sash gadget will face P100 up to P5,000 fine and suspension of driver's permit (De Jesus, 2015).

Furthermore, by right away you ought to need seen incalculable photographs What's more features for deadly mishap auto crashes. They're a greater amount regularly over not gory assuming that not irritating. That fallout for dangerous mishaps may be generally the offering proposition from claiming seatbelts. The point when put in the auto seat and there were no auto seats previously, then you grew dependent upon OK! for course, we wind up feeling blameworthy yet all the it's not excessively awful late on transform this terrible state of mind towards something that could save lives, most our identity or the thing that we requirement to recognize may be that a few collisions happen throughout a trade crash. As stated by an investigation

produced by College of Michigan Transportation look into institute, the elementary sway may be between the vehicles. Also an additional object, same time the occupants keep on going will travel ahead during those pre-crash velocities (Tuason, 2013).

In addition, know youngsters the following 13 if generally make buckled up in the once more seat. Concerning representation the mercury takes off and the mountains and shorelines call, various a pack will find a way journey overwhelming. This will be additionally a great run through on survey barely how protected you stay with your Youngsters concerning illustration you drive in the city looking into highways. Following all, they are your large portion precious cargo and keeping them protected ought a chance to be your main necessity. A number driver needs a misguided judgment that Assuming that they are barely driving a short distance, seatbelts need aid not necessary. Those two will be that numerous mishaps (close to 80 percent as stated by some protection surveys) happen a short separation from one's home or office. Actually around little city streets, autos camwood achieve 40 kph, Also a crash at that speed could be fatal, particularly whether those occupants would not utilizing their seatbelts. This principle especially applies should children-and they have extraordinary seats on aggravate best possible utilization of seatbelts (Ang, 2012).

The Seat Belts Use Act of 1999 marks private engine vehicles as those claimed by people and juridical people for private or open utilize, any engine vehicle possessed by the national government or any of its offices, and any conciliatory vehicle. Fifty-four percent (54%) of all wounds in the Philippines happen in the avenues. Every day in the nation, around 65 people kick the

bucket and 60 others are harmed because of vehicular mishaps. Doctor's facility records in Metro Manila uncover vehicular mischance's happen 3 to 4 times each week with pinnacle recurrence at 3:00 pm. Mischance case casualty rates have been on an expanding pattern across the nation. A few components add to high and expanding activity harm frequency and mortality in creating countries (Revilla, 2007).

The most recent study of watched safety belt utilization in Philippines was directed by World Health Organization (WHO) last January 12, 2015, and found that 79.7 percent of auto drivers both open and private watched were wearing safety belts. The front and the back seat travelers wearing safety belts or youngster limitations were both no information from the WHO (Koch, 2014).

The writing and studies displayed above gave show diagrams on the worldwide, national and nearby consistence by drivers on the safety belt utilize circumstances. In conclusion, the related literary works likewise gave premise to the elucidation of the outcomes and outlining of improvement.

Theoretical and Conceptual Framework

This study is anchored in Modification of Safety Belts and their enactment assumed a critical part in decreasing grimness and mortality of inhabitants in street car accidents. They meant to audit safety belt improvement, its system of activity and its belongings. Safety belts decrease damage by keeping the inhabitant from hitting the inside parts of the vehicle or being launched out from the auto. They have made a straight relapse connection between the general safety belt consistence and street activity

demise rates in 46 high wage nations to concentrate the connection between safety belt utilize and mortality. There was an exceedingly noteworthy negative relationship between the safety belt consistence and street movement passing rates. Safety belt related wounds incorporate spinal, stomach or pelvic wounds. The nearness of a safety belt sign must raise the doubt of intra-stomach harm. These wounds can be diminished if safety belts were connected effectively. Despite the fact that safety belts were perceived as a vital security measure, regardless it remains underused in numerous nations. Implementation of safety belt utilization by law is compulsory in order to decrease the toll of death of street car accidents (Abbas, Hefny& Abu-Zidan, 2011).

This study is further supported in the relationship between Perceived Risk of being Ticketed and self-reported seat belt use. Driver's review information will be utilized to look at the impact of Perceived Risk of being Ticketed (PRT) for a safety belt infraction on self-detailed safety belt utilizes. Authorization of existing laws, maybe through particular movement implementation projects, and fortifying laws to make a higher view of being ticketed by drivers ought to expand seat strap utilize along these lines sparing lives and lessening cost for people, government, and industry (Chaudhary, Solomon and Cosgrove, 2004).

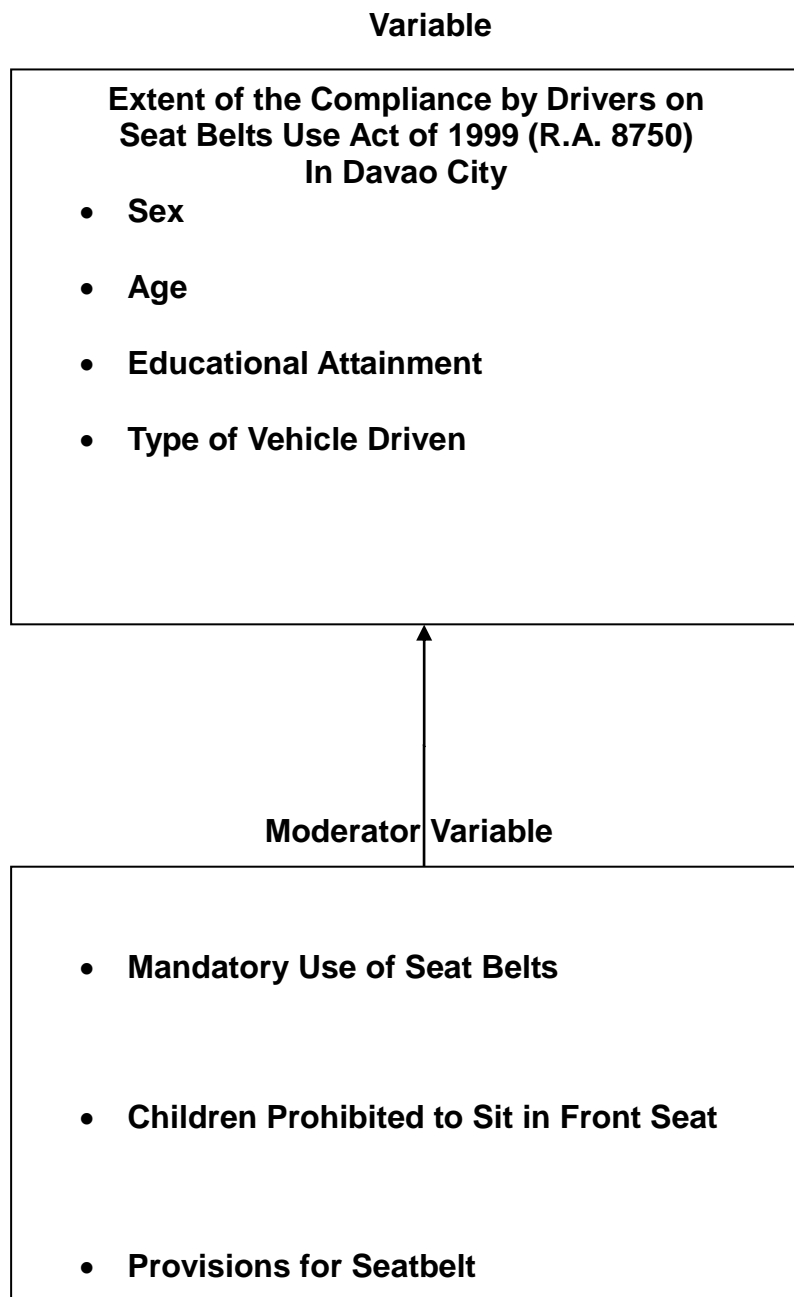


Figure 1 shows the Conceptual Paradigm of the Study

Figure 1 shows the Conceptual Framework of the study. The Variable is the profile of the respondents consisting of sex, age, educational attainment and type of vehicle driven. On the other hand, the Moderator Variable is the Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City with the following indicators; Mandatory Use of Seatbelt; Children Prohibited to Sit in Front Seat; and Provisions for Seatbelt.

Significance of the Study

Davao City PNP-Highway Patrol Group (PNP-HPG). The study helped the effective enforcement and implementing of Seat Belts Use Act of 1999 (R.A. 8750) and to prevent violation. Likewise, it was also showing to the PNP-HPG the actual compliance of the law which can be used as a basis in determining the appropriate action.

Land Transportation Office (LTO). The finding of this research was providing a baseline data for LTO as one of the leading agencies in monitoring implementation and compliance of the Seat Belts Use Act of 1999. The result will show the provision of the law are not adequately enforced that can be used by the LTO in making recommendation action of the city of Davao City. The LTO can also benefit by utilizing the enhancement program recommended by these study.

Davao City Traffic Management Center (TMC). This study was showed the actual compliance and implementation of Seat Belts Use Act of 1999 (R.A. 8750) in Davao City. With this, the city government can establish what provisions of the law are not fully enforced and thereby enact remedial measures or policies for the full enforcement of the law. The city government

can also benefit utilizing the enhancement program recommended by the study.

Davao City Motorist. The result of this study is critical for all Davao City motorists considering that they have also obligation in complying with the provision of the law and coordinating to the law enforcer. Likewise, this study will also reveal what are provision not complied by the motorists and serve as a basis in conducting intervention.

Criminology Students. The discoveries of the review would fill in as a significant information for Criminology understudies to detail appropriate strategy as future law masters.

Future Researchers. The consequence of the review would fill in as a kind of perspective without bounds specialists in leading comparative or related subject.

Definition of Terms

The term used in this study are operationally defined.

Extent of the Compliance by Drivers. Range of drivers complying on mandatory used of seatbelt in Davao City which is the driver shall subjected to comply to the Seat Belts Use Act of 1999 (R.A. 8750) in the Philippines specifically in Davao City.

Seat Belts Use Act of 1999. Also known R.A. 8750, requires the compulsory consistence by drivers of private and open vehicles to utilize safety belt gadgets, and requires vehicle makers to introduce safety belt gadgets in all their produced vehicles. Operational engine vehicles, both public and private.

Chapter 2

METHOD

This chapter presents the research design, research subjects, research instruments, data gathering procedure and statistical treatment of data.

Research Design

This research was use the descriptive survey method. Descriptive method as research gathers quantifiable information that can be used for quantifiable determination on your expected intrigue assembles through data examination (Kowalczyk, 2015). The researchers used this method to determine the extent of compliance by drivers to the Seat Belts Use Act of 1999 (R.A. 8750).

Research Subjects

This study was conducted to at least 150 private and public utility vehicle drivers in Davao City. The selection of the 150 drivers, randomly, were based on the consideration that these drivers are within the urban parts of Davao City.

The 150 private and public utility vehicle drivers were chosen as the respondents of the study using the universal sampling technique.

Research Instruments

The researchers was constructed a questionnaire to determine the compliance level of Seat Belts Use Act of 1999 (R.A. 8750). It was

constructed based on the selected provisions of the said law. The questionnaire was composed of two parts. Part 1 was determined the profile of respondents while Part 2 was established the observation of the respondents on the compliance of Seat Belts Use Act of 1999 (R.A. 8750).

The preparatory draft was submitted to the counselor for adjustments and after that a board of specialists was counseled to ensure its reliability and validity. The questionnaire was validated by Dr. Jeffrey A. Angalan, Prof. Ivy Q. Malibiran, and Dr. Carmelita B. Chavez.

Scaling of the variable for the compliance of Seat Belts Use Act is as follows:

Range of Means	Verbal Meaning	Descriptive Interpretation
4.20 – 5.00	Always	If the provision of R.A. No. 8750 is Always complied
3.40 – 4.19	Often	If the provision of R.A. No. 8750 is Often complied
2.60 – 3.39	Sometimes	If the provision of R.A. No. 8750 is Sometimes complied
1.80 – 2.59	Seldom	If the provision of R.A. No. 8750 is Seldom complied
1.00 – 1.79	Never	If the provision of R.A. No. 8750 is Never complied

Data Gathering Procedure

The following steps were observed in conducting this research study:

1. The researchers were forwarded letters to Carmelita B. Chavez, Ph. D. for their approval to conduct the study within the area of responsibility.

2. Upon securing the approval, the researchers were proceeding in administering the prepared questionnaires to the respondents.

3. The answered questionnaires were retrieved and subjected for analysis and interpretation.

Statistical Treatment of Data

The following tools were used in the treatment of the data.

Frequency Count. This statistical tool was utilized as a part of deciding the genuine quantities of respondents.

Percentage. This was utilized as a part of deciding the proportion of the respondents in light of their statistic profile.

Mean. This was used to determine the level of compliance of the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City.

Analysis of Variance (ANOVA). This was used to determine the significant difference level of compliance of Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyzed by sex, age, educational attainment, and type of vehicle driven.

Chapter 3

PRESENTATION AND ANALYSIS OF FINDINGS

Exhibited in this section is the elucidation and examination of discoveries. Examinations of point are organized in view of the accompanying subheadings: profile of the respondents; level degree of the consistence by drivers on the safety belt utilize demonstration of 1999 in Davao city; huge distinction on the extent of compliance by drivers on the seat belt use act of 1999 in Davao city when examined by sex; huge distinction on the extent of compliance by drivers on the seat belt use act of 1999 in Davao city when examined by age; huge distinction on the extent of compliance by drivers on the seat belt use act of 1999 in Davao city when examined by educational attainment; and, huge distinction on the extent of compliance by drivers on the seat belt use act of 1999 in Davao city when examined by type of vehicle driven.

Profile of the Respondents

As can be found in Table 1, introduced the profile of the respondents with the total repeat of 150 or 100 percent; as far as sex, the recurrence of male are 126 or 84 percent while the recurrence of female is 24 or 16 percent. Majority of the respondents are male drivers in Davao City. As far as age, the rates of the recurrence of respondents are as per the following: the frequency of 18-25 years old driver in Davao City is 55 or 36.7 percent; the frequency of 26-33 years old driver in Davao City is 35 or 23.3 percent; the frequency of

34-40 years old driver in Davao City is 30 or 20 percent; the frequency of 41-50 years old driver in Davao City is 25 or 16.7 percent; and, the frequency of

Table 1
Profile of the Respondents

	Frequency	Percentage
Sex		
Male	126	84%
Female	24	16%
Total	150	100%
Age		
18-25	55	36.7%
26-33	35	23.3%
34-40	30	20%
41-50	25	16.7%
51-up	5	3.3%
Total	150	100%
Educational Attainment		
Elementary Graduate	11	7.3%
High School Graduate	61	40.7%
College Graduate	57	38%
Post graduate	21	14%
Total	150	100%
Type of Vehicle Driven		
Public Utility Vehicle	50	33.3%
Private Motor Vehicle	100	66.7%
Total	150	100%

51-up year's old driver in Davao City is 5 or 3.3 percent. Majority of the respondents in terms of age is 18-25 years old drivers in Davao City. In terms of Educational Attainment, the rates of the frequency of respondents are as follows: the frequency of elementary graduate is 11 or 7.3 percent; the recurrence of high school graduate is 61 or 40.7 percent; the recurrence of college graduate is 57 or 38 percent; and, the recurrence of post graduate is 21 or 14 percent. Majority of the respondents in terms of educational attainment is high school graduate. In terms of type of vehicle driven, the rates of the frequency of respondents are as follows: the recurrence of public utility vehicle is 50 or 33.3 percent; and, the recurrence of private motor vehicle is 100 or 66.7 percent. Data disclosed that majority of the respondents in terms of type of vehicle driven is private motor vehicle.

**Extent of the Compliance by Driver on
The Seat Belt Use Act of 1999 (R.A. 8750)
In Davao City in terms of Mandatory Use of Seatbelt**

As can be gleaned from Table 2, shown is the extent of the compliance by driver on Seat Belts Use act of 1999 (R.A. 8750) in Davao City In terms of Mandatory Use of Seat Belt, the mean scores range from 3.63 to 4.48 with the mean score of 4.05 described as often. Arranged from highest to lowest mean scores, the Davao city drivers claimed that the vehicle that they are driven is equipped with a seat belt device with the mean score of 4.48 described as always. They claimed that they wear their seat belt consistently when driving their vehicle with the mean score of 4.18 described as often. They claimed that they wear their seat belt for safety, not because to avoid tickets with the mean score of 4.02 described as often. The Davao City drivers claimed that

Table 2

**Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999
(R.A. 8750) In terms of Mandatory Use of Seat Belt**

Mandatory Use Of Seat Belt	MEAN	Descriptive Level
The vehicle that I am driving is equipped with a seat belt device.	4.48	Always
I wear seat belt consistently when driving my vehicle.	4.18	Often
I wear seat belt for safety, not because to avoid tickets.	4.02	Often
I instruct the passenger to wear seat belt especially in front seat passenger.	3.93	Often
I wear seat belt even if it is a short trip.	3.63	Often
Overall Mean	4.05	Often

they instruct their passenger to wear seat belt especially in front seat passenger with the mean score of 3.93 described as often. Also they claimed that they wear seat belt even if it is a short trip with the mean score of 3.63 described as often. The data showed that the Davao City drivers often assessed the mandatory use of seat belt.

The significant reason for auto inhabitants' casualty in such mishaps is head wounds, which comprise of the greater part of the fatalities. In this way controlling the head and body, the underlying position is the most essential harm control methodology for auto clients. The utilization of safety belts was regarded a standout amongst the best approaches to decrease street mishap fatalities in Malaysia and therefore, the compulsory safety belt law was implemented in the mid-seventies. In this manner, a review on components impacting the consistence conduct of safety belt use among autos is required as to date no such research has been embraced in Malaysia. Consistence

with the safety belt law was higher among drivers, taught auto clients, within the sight of requirement exercises, going in downtown area ranges and auto clients with an uplifting state of mind towards the dangers of speeding and night driving (Kulanthayan, et. al., 2014).

**Extent of the Compliance by Drivers on
The Seat Belts Use Act of 1999 (R.A. 8750)
In terms of Children Prohibited to Sit in Front Seat**

Presented in Table 3, In terms of children prohibited to seat in front seat, the mean scores range from 3.26 to 4.11 with the mean score of 3.81 described as often. Arranged from highest to lowest mean scores, the Davao city drivers claimed that they are always aware about the safety of the child riding with them with the mean score of 4.11 described as often. They claimed that they have the knowledge about the law on prohibition of children to sit in front seat with the mean score of 3.96 described as often.

They claimed that they are always following the rules about prohibition of children to sit in front seat even though in shot trip ride with the mean score of 3.89 described as often. They claimed that they don't allow children below six (6) years old to sit in front seat with the mean score of 3.82 described as often. Davao City drivers claimed that they used portable child safety car seats or booster seats for the safety of the child riding with the mean score of 3.26 described as often. Data manifested that Davao City drivers often assessed the children prohibited to sit in front seat.

In 2011, 33 percent of children who died in motor vehicle accidents were not buckled in. Measurement one of a kind 2 percent of stand unworthy of mature 1 rode aside, 22 percent of those in that age aggregate who passed

on were unfastened. A lose 3,308 pine more remote down than 4 are vivacious straight away sometimes on the grounds that they were appropriately locked in (Bakalar, 2014).

Table 3

Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in terms of Children Prohibited to Sit in Front Seat

Children Prohibited to sit in Front Seat	MEAN	Descriptive Level
I am always aware about the safety of children riding with me.	4.11	Often
I, have knowledge about law on prohibition of children to sit in front seats.	3.96	Often
I always follow the rules about prohibition of children to sit in front seat even though in short trip.	3.89	Often
I don't allow children below six (6) years old to sit in front seat	3.82	Often
I used portable child safety car seats/booster seats for the safety of child riding.	3.26	Often
Overall Mean	3.81	Often

Extent of the Compliance by Drivers on The Seat Belts Use Act of 1999 (R.A. 8750) In terms of Provisions for Seat Belt

In Table 4, In terms of provisions for seat belt, the mean scores range from 4.11 to 4.38 with the mean score of 4.22 described as always. Arrange from highest to lowest mean scores, Davao City drivers claimed that no new vehicle shall be allowed initial registration and succeeding renewal of registration unless it is equipped with the necessary seat belt devices with the mean score of 4.38 described as always. They claimed that their vehicle or automobile is equipped with a seat belt which is in compliance with the

Table 4

**Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999
(R.A. 8750) in terms of Provisions for Seat Belt**

Provisions for Seat Belt	MEAN	Descriptive Level
No new vehicle shall be allowed initial registration and succeeding renewal of registration unless it is equipped with seat belt devices.	4.38	Always
My vehicle /automobile is equipped with a seat belt which is in compliance with the standard specification established by the Bureau of Product Standards of the DTI.	4.30	Always
In the interest of public safety, I will comply the wearing of seat belt especially in front seat passenger	4.18	Often
I and my front seat passenger whether public or private motor vehicles are required to wear or use seat belt inside the vehicle with running engine.	4.11	Often
Infants and/or children with ages six (6) years below are prohibited sitting in front seat of any running motor vehicles.	4.11	Often
Overall Mean	4.22	Always

standard specification established by the bureau of product standards of the DTI with the mean score of 4.30 described as always. Also they claimed that in the interest of public safety, they will comply the wearing of seat belt especially for their front seat passenger with the mean score of 4.18 described as often. They claimed that they and their front seat passenger whether public or private motor vehicle are required to wear or use their seat belts inside the vehicle with running engine with the mean score of 4.11 described as often. They claimed also that infants or children with ages six (6)

years below are prohibited sitting in front seats of any running motor vehicle with the mean score of 4.11 described as often. Data manifested that Davao City drivers always assessed the provisions for seat belt.

Standard tools used to be existence introduced in 1963 Studebaker, the seat belt has saved extra than a lot lives or in accordance to the National Highway Traffic Safety Administration (NHTSA), Seat belt security may stay justified into dollars as like well. According to NHTSA, the average charge over an accident is \$24,500. Most fleets recommend approximately 20 percentage on theirs collection automobiles involved among accidents. Taking these figures yet making use of them in conformity with fleets along 100, 1,000 then extra vehicles, or the expenses execute reach at least \$500,000 a year. Currently in that place are 33 states as hold main seat belt legal guidelines because seating passengers. In Alaska, violation for failing to remember to humbly click a seat belt in place before pulling on the road has consequence to pay as small as 15 dollar fine and more than 150 Dollar in California (Staff, 2014).

Summary of the Extent of the Compliance by Drivers on the Seat Belt Use Act of 1999 (R.A. 8750) in Davao City

Table 5 presents the overall extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A 8750) in Davao City. The overall mean for the extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A 8750) in Davao City is 4.03 described as often. This means that the extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A 8750) in Davao City often.

The items *Provisions for Seatbelt (M 4.22)*, *Mandatory Use of Seat Belt (M 4.05)* and *Children Prohibited to sit in Front Seat (M 3.81)*, were given by the respondents with often rating.

Table 5

Summary of the extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A 8750) in Davao City

Indicators	Mean Score	Description
Provisions for Seatbelt	4.22	Always
Mandatory Use of Seat Belt	4.05	Often
Children Prohibited to Sit in Front Seat	3.81	Often

The finding in this study indicates that the extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A 8750) in Davao City often complied.

Significant Difference on the Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Sex

As can be viewed in Table 6, shown is the critical contrast on the extent of the compliance by drivers on Seat Belts Use Act of 199 (R.A. 8750) in Davao City when analyze by Sex. In terms of mandatory use of seatbelt, male and female drivers in Davao City revealed direct level of extent of compliance with the mean score of 3.98 and 4.37 respectively. The figured T-value is 7.374 with the significant level of 0.007, which is lower than level of significance of 0.05 showing that there is significant difference resulting to the rejection of the null hypothesis. Data disclosed that male and female drivers in

Davao City manifested not equal level of assessment on the mandatory use seatbelt in Davao City. This means that there is a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by sex in terms of mandatory used of seatbelt.

Table 6

Significant Difference on the Extent of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Sex

Indicators	Sex		t-value	Significant Level	Decision on H ₀
	Male	Female			
Mandatory Use of Seat Belt	3.98	4.37	7.374	.007	Rejected
Children Prohibited to Sit in Font Seat	3.80	3.82	.012	.914	Accepted
Provisions for Seat Belt	4.16	4.46	4.585	.034	Rejected
Overall	3.98	4.22	3.538	.062	Accepted

In terms of children prohibited to sit in front seat, male and female drivers in Davao City disclosed moderate level of extent of compliance with the mean score of 3.80 and 3.82 respectively. The figured T-value is 0.012 with the significant level of 0.914, which is higher than level of significance of 0.05 showing that there is no significant difference resulting to the acceptance of the null hypothesis. Data showed that male and female drivers in Davao City manifested equal level of assessment on the children prohibited in front seat in Davao City. This means that there is no significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A.

8750) in Davao City when analyze by sex in terms of children prohibited to sit in front sit.

In terms of provisions for seatbelt, male and female drivers in Davao City disclosed moderate level of extent of compliance with the mean score of 4.16 and 4.46 respectively. The figured T-value is 4.585 with the significant level of 0.034, which is lower than level of significance of 0.05 showing that there is significant difference resulting to the rejection of the null hypothesis. Data disclosed that male and female drivers in Davao City manifested not equal level of assessment on the provisions for seatbelt in Davao City. This means that there is a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by sex in terms of provisions for seatbelt.

In terms of overall computation male and female drivers in Davao City showed moderate level of extent of compliance with the mean score of 3.98 and 4.22. The figured T-value is 3.538 with the significant level of 0.062, which is higher than level of significance of 0.05 showing no significant difference resulting to acceptance of null hypothesis. Data showed male and female drivers in Davao City disclosed equal level of assessment on the extent of the compliance in Davao City. This means that there is no significant difference on the extent of compliance by drivers on the Seat Belt Use Act of 1999 (R.A. 8750) in Davao City when analyze by sex.

Significant Difference on the Extent of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Age

As can be seen in Table 7, manifested is the significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by age. In terms of mandatory use seatbelt, 18 to 25 years of age, 26 to 33 years of age, 34 to 40 years of age, 41 to 50 years of age, and 51 and up years old, drivers in Davao City unveiled direct level of appraisal with the mean score of 4.07, 4.14, 3.85, 4.11, and 3.92 individually. The figured F-value is 0.972 with the huge level of 0.425, which is higher than the level of noteworthiness of 0.05 demonstrating no noteworthy contrast coming about to the acknowledgment of the invalid theory. Information demonstrated that 18 to 25 years of age, 26 to 33 years of age, 34 to 40 years of age, 41 to 50 years of age, and 51 and up years old, drivers in Davao City revealed that equivalent level of evaluation on compulsory utilization of safety belt. This means that there is no significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by age in terms of mandatory use of seatbelt.

In terms of children prohibited to sit in front seat, 18 to 25 years old, 26 to 33 years old, 34 to 40 years old, 41 to 50 years old and 51 and up years old, drivers in Davao City disclosed moderate level of assessment with the mean score of 3.87, 3.76, 3.68, 3.96, and 3.48 respectively. The figured F-value is 0.797 with the critical level of 0.529, which is higher than the level of criticalness of 0.05 demonstrating no noteworthy contrast coming about to the acceptance of null hypothesis. Information demonstrated that 18 to 25 years of age, 26 to 33 years of age, 34 to 40 years of age, 41 to 50 years of age, and 51 and up years old, drivers in Davao City uncovered that equivalent level

Table 7

Significant Difference on the Extent of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Age

Indicator	Age					F-value	Significant Level	Decision on H ₀
	18-25	26-33	34-40	40-50	51-up			
Mandatory use of seatbelt	4.07	4.14	3.85	4.11	3.92	0.972	0.425	Accepted
Children prohibited to sit in front seat	3.87	3.76	3.68	3.96	3.48	0.797	0.529	Accepted
Provisions for seatbelt	4.22	4.24	4.17	4.26	4.04	0.178	0.949	Accepted
Overall	4.05	4.05	3.90	4.11	3.81	0.729	0.573	Accepted

of appraisal on children prohibited to sit in front seat. This means that there is no significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by age in terms of children prohibited to sit in front sit.

In terms of provisions for seatbelt, 18 to 25 years of age, 26 to 33 years of age, 34 to 40 years of age, 41 to 50 years of age and 51 and up years old, drivers in Davao City unveiled direct level of evaluation with the mean score of 4.22, 4.24, 4.17, 4.26, and 4.04 separately. The figured F-value is 0.178 with the noteworthy level of 0.949, which is higher than the level of criticalness of 0.05 demonstrating no huge contrast coming about to the acceptance of the null hypothesis. Information demonstrated that 18 to 25 years of age, 26 to 33

years of age, 34 to 40 years of age, 41 to 50 years of age, and 51 and up years old, drivers in Davao City disclosed that equal level of assessment on provisions for seatbelt. This means that there is no significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Age in terms of Provisions for Seatbelt.

In terms of overall computation, 18 to 25 years old, 26 to 33 years old, 34 to 40 years old, 41 to 50 years old and 51 and up years old, drivers in Davao City showed moderate level of evaluation with the mean score of 4.05, 4.05, 3.90, 4.11, and 3.81 respectively. The figured F-value is 0.235 with the significant level of 0.573, which is higher than the level of significance of 0.05 showing no significant difference resulting to the acceptance of the null hypothesis. Data showed that 18 to 25 years old, 26 to 33 years old, 34 to 40 years old, 41 to 50 years old, and 51 and up years old, drivers in Davao City manifested equal level of assessment on the extent of compliance in the Davao City. This means that there is no significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Age.

Significant Difference on the Extent of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Educational Attainment

As can be found in Table 8, showed is the huge distinction on the degree of the consistence by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when dissect by instructive accomplishment. Regarding obligatory utilization of safety belt elementary graduate, high school graduate,

Table 8

Significant Difference on the Extent of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Educational Attainment

Indicators	Educational Attainment				F-value	Significant Level	Decision on H ₀
	Elementary Graduate	High School Graduate	College Graduate	Post Graduate			
Mandatory use of seatbelt	3.81	3.84	4.19	4.35	5.256	0.002	Rejected
Children prohibited to sit in front seat	3.50	3.64	3.90	4.16	3.343	0.021	Rejected
Provisions for seatbelt	3.98	4.03	4.41	4.35	4.692	0.004	Rejected
Overall	3.76	3.84	4.17	4.29	6.271	0.000	Rejected

college graduate and post graduate drivers in Davao City unveiled direct level of assessment with the mean score of 3.81, 3.84, 4.19 and 4.35 separately. The figured F-value is 5.256 with noteworthy level of 0.002 which is lower than the level of importance of 0.05 revealing that there is significant difference resulting to rejection of the null hypothesis. Information demonstrated that elementary graduate, high school graduate; college graduate and post graduate drivers in Davao City unveiled not equal level of evaluation on the mandatory use of seat belt. This means that there is significant difference on the extent of compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Educational Attainment in terms of Mandatory Use of Seatbelt.

In terms of children prohibited to sit in front seat, elementary graduates, high school graduates, college graduates and post graduates drivers in Davao City disclosed moderate level of evaluation with the mean score of 3.50, 3.64, 3.90 and 4.16 respectively. The figured F-value is 3.343 with significant level of 0.021 which is lower than the level of significance of 0.05 disclosing that there is significant difference resulting to rejection of the null hypothesis. Data showed that elementary graduate, high school graduate; college graduate and post graduate drivers in Davao City disclosed not equal level of assessment on the children prohibited to sit in front seat. This means that there is significant difference on the extent of compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Educational Attainment in terms of Children Prohibited to Sit in Front Seat.

In terms of provisions for seatbelt elementary graduate, high school graduate, college graduate and post graduate drivers in Davao City disclosed moderate level of evaluation with the mean score of 3.98, 4.03, 4.41 and 4.35 respectively. The figured F-value is 4.692 with significant level of 0.003 which is lower than the level of significance of 0.05 disclosing that there is significant difference resulting to rejection of the null hypothesis. Data showed that elementary graduates, high school graduates; college graduates and post graduates drivers in Davao City disclosed not equal level of assessment on the provisions for seatbelt. This means that there is significant difference on the extent of compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Educational Attainment in terms of Provisions for Seatbelt.

In terms of overall computation elementary graduates, high school

graduates, college graduates and post graduates drivers in Davao City disclosed moderate level of evaluation with the mean score of 3.76, 3.84, 4.17 and 4.29 respectively. The figured F-value is 6.271 with significant level of 0.000 which is lower than the level of significance of 0.05 disclosing that there is significant difference resulting to rejection of the null hypothesis. Data showed that elementary graduate, high school graduate; college graduate and post graduate drivers in Davao City disclosed not equal level of assessment on the extent of the compliance in Davao City. This means that there is significant difference on the extent of compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Educational Attainment.

Compliance with the seat belt law was higher among drivers, educated car users, in the presence of enforcement activities, travelling in city-center areas and car users with a positive attitude towards the risks of speeding and night driving (Kulanthayan, et. al., 2014).

Significant Difference on the Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Type of Vehicle Driven

As can be viewed in Table 9, shown is the significant difference on the extent of the compliance by drivers on Seat Belts Use Act of 199 (R.A. 8750) in Davao City when analyze by type of vehicle driven. In terms of mandatory use of seatbelt, public utility vehicle and private motor vehicle drivers in Davao City disclosed moderate level of extent of compliance with the mean score of 3.79 and 4.17 respectively. The figured T-value is 11.825 with the significant level of 0.001, which is lower than level of significance of 0.05 showing that

there is significant difference resulting to the rejection of the null hypothesis. Data disclosed that public utility vehicle and private motor vehicle drivers in Davao City manifested not equal level of assessment on the mandatory use seatbelt in Davao City. This means that there is a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Type of Vehicle Driven in terms of Mandatory Use of Seatbelt.

Table 9

Significant Difference on the Extent of the Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City When Analyzed by Type of Vehicle Driven

Indicators	Type of vehicle driven		t-value	Significant Level	Decision on Ho
	Public Utility Vehicle	Private motor vehicle			
Mandatory use of seatbelt	3.79	4.17	11.825	0.001	Rejected
Children prohibited to sit in front seat	3.53	3.94	9.926	0.002	Rejected
Provisions for seatbelt	4.00	4.32	9.069	0.003	Rejected
Overall	3.77	4.14	15.613	0.000	Rejected

In terms of children prohibited to sit in front seat, public utility vehicle and private motor vehicle drivers in Davao City disclosed moderate level of extent of compliance with the mean score of 3.53 and 3.94 individually. The figured T-value is 9.926 with the critical level of 0.002, which is lower than level of criticalness of 0.05 demonstrating that there is noteworthy distinction coming about to the rejection of the null hypothesis. Data disclosed that public

utility vehicle and private motor vehicle drivers in Davao City manifested not equal level of assessment on the children prohibited to sit in front seat in Davao City. This means that there is a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Type of Vehicle Driven in terms of Children Prohibited to Sit in Front Seat.

In terms of provisions for seatbelt, public utility vehicle and private motor vehicle drivers in Davao City disclosed moderate level of extent of compliance with the mean score of 4.00 and 4.32 separately. The figured T-value is 9.069 with the critical level of 0.003, which is lower than level of essentialness of 0.05 demonstrating that there is noteworthy contrast coming about to the rejection of the null hypothesis.

Data disclosed that public utility vehicle and private motor vehicle drivers in Davao City manifested not equal level of assessment on the provisions for seatbelt in Davao City. This means that there is a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Type of Vehicle Driven in terms of Provisions for Seatbelt.

In terms of overall computation, public utility vehicle and private motor vehicle drivers in Davao City disclosed moderate level of extent of compliance with the mean score of 3.77 and 4.14 separately. The figured T-value is 15.613 with the noteworthy level of 0.000, which is lower than level of hugeness of 0.05 demonstrating that there is huge distinction coming about to the rejection of the null hypothesis. Data disclosed that public utility vehicle and private motor vehicle drivers in Davao City manifested not equal level of

assessment on the extent of compliance in Davao City. This means that there is a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyze by Type of Vehicle Driven.

The latest survey of observed seat belt usage in Philippines was conducted by World Health Organization last January 12, 2015, and found that 79.7 percent of car drivers both public and private observed were wearing seatbelts. The front and the rear seat passengers wearing seatbelts or child restraints were both no data from the WHO (Koch, 2014).

Chapter 4

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

Presented in this chapter are the summary, conclusions and recommendations.

Summary

This research was conducted to determine the Extent of Compliance by Drivers on Seat Belts Use Act of 1999 (R.A. 8750) in Davao City. Specifically, it attempts to answer the following objectives:

1. What is the profile of the respondents in terms of the following:
 - 1.1 Sex;
 - 1.2 Age;
 - 1.3 Educational Attainment; and
 - 1.4 Type of Vehicle Driven?
2. What is the extent of the compliance by drivers of the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City in terms of the following:
 - 2.1 Mandatory Use of Seat Belts;
 - 2.2 Children Prohibited to Sit in Front Seat; and
 - 2.3 Provisions for Seatbelt?
3. Is there a significant difference on the extent of the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when respondents are grouped according to their profile?

The null hypothesis is formulated and was tested at 0.05 level of significance which states that there is no significant difference on the extent of

the compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) when respondents are grouped according to their profile.

Summary of Findings

The following are the significant revealed in the study summarized as follows:

1. The profile of the respondents with the aggregate recurrence of 150, which is equivalent to 100 percent. In terms of sex, the frequency of male is 126 or 84 percent which is the highest. In terms of age, the rate of the highest respondents is the frequency of the respondents within the age bracket of 18 to 25 is 55 or 36.7 percent. In terms of educational attainment, the high school graduate is 61 or 40.7 percent which is the highest. In terms of type of vehicle driven, the rate of the highest frequency of the respondents is in the private motor vehicle which is 100 or 66.7 percent.

2. The level of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in terms of Provisions for seatbelt with an overall mean score of 4.22 described as often. This means that the extensive level of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in terms of Provisions for seatbelt is complied of drivers in Davao City.

3. There was a noteworthy distinction on the extent of the compliance by drivers on the seat belt use act of 1999 (R.A. 8750) In Davao City when analyzed to the identified profile of the respondents.

Conclusions

Based on the findings of the study, the following conclusions are drawn:

1. The profile of respondents is 150, which is equivalent to 100 percent. In terms of sex, there are more male respondents compared to female respondents; in terms of age, majority of the respondents belong to the age bracket of 18 to 25; in terms of educational attainment, majority of the respondents belong to the high school graduate; and in terms of type of vehicle driven, there are more private motor vehicle respondents compared to public utility vehicle respondents.

2. The level of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City is described as often.

3. There was significant difference on the level of Compliance by Drivers on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City when analyzed according to their profile which are the Sex, Age, Educational Attainment and Type of Vehicle Driven.

Recommendations

Based on the findings and conclusions of the study, the following recommendations are given:

1. The Davao City PNP-Highway Patrol Group (PNP-HPG) should have the improved program for their personnel to have a strong enforcement of compliance on the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City.

2. The Land Transportation Office (LTO) should improve the implementation of compliance by drivers on the Seat Belts Use Act of 1999 (R.A. 8750) for the purpose of safety, not only the drivers, but also the passengers especially children while riding a vehicle.

3. The Davao City Traffic Management Center (TMC), may create a special groups assigned to strictly monitor their personnel for the implementation of the Seat Belts Use Act of 1999 (R.A. 8750) in Davao City.

4. Davao City motorists considering that they have also obligation in complying with the provision of the law and coordinating to the law enforcer. Likewise, this study also reveal what are provisions not complied by the motorists and serve as a basis in conducting intervention.

5. Criminology students would serve as a relevant data to formulate proper course of action as future law enforcers and to have more knowledge about the Seat Belts Use Act of 1999 (R.A. 8750) and also to know how drivers complied the said law.

6. Future researchers may conduct another study, particularly related to coping mechanism seat belt compliance among drivers. And would serve as a reference in conducting similar or related topic.

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