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# The Jeepney

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Public Transportation on Bohol - Philippines

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## 1. About this research practice

Studying social and cultural anthropology, I took the opportunity to participate in a field research conducted by the University of Lucerne. The destination was Bohol, a middle-sized island in the Central Visayas in the Philippines. Since it has always been a particular interest of mine to learn about the means of transportation, my area of study was quickly set to be on the Jeepneys, a widespread form of public transportation throughout the Philippines. The research was conducted from January 1 to February 15, 2015, during which I lived with a local guest family in the barangay<sup>1</sup> *Alegria Sur* in the outskirts of Loay.

### 1.1 Aims

The primary goal of this research was to get accustomed with the ethnographic methods. Implemented methods of research are mainly participant observation and interviewing as will be seen later. This paper is influenced by Güss & Tuason (2008), who examined the values, problems, worries, wishes and dreams of Filipinos by interviewing Jeepney drivers - people with low socio-economic status as they call it (ibid. 214 and 219). Furthermore, they analyzed Jeepney characteristics such as color and decorations. They limited their research to Luzon (North) and Mindanao (South) and recommended future studies to be undertaken in the Central Visayas, investigating the driver's interpretations of the decorations on their vehicles as well as the relationship between the driver and the owner (ibid. 233).

This paper examines the decorations inside and the paintings outside of Boholano Jeepneys. It investigates the role of religion and culture in regard to Jeepney characteristics and tries to reveal the reasons for the choice of decorations and paintings. Moreover, it gives a detailed insight in the process of acquiring a Jeepney, the laws to obey and the fees to pay as well as the hurdles an individual needs to overcome in regard to establish and maintain a life as a Jeepney driver or owner. It explores the revenues and expenditures that come with this profession and the characteristics of the driver's associations. Furthermore, this paper serves as an up-to-date guide to acquire a general understanding on the practices of Jeepney driving as exercised nowadays on Bohol.

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<sup>1</sup> The smallest administrative division in the Philippines.

## 1.2 Ethnographic methods

The vast majority of information presented herein is collected through informal semi-structured face-to-face interviews with individuals who work in the business of Jeepney driving or the Department of Transportation in general. Moreover, participant observation proved to be a suitable and efficient way to quickly gather basic information and understand underlying processes. The study is completed with findings from past studies as well as online research.

As any interview-based research, a main concern is the problem of social desirability biases. The interviewee tends to reply in a manner that he thinks of as socially acceptable within his setting or what he expects the interviewer wanting to hear. However, taking into account the high coherence in answers given from various interviewees as well as similar findings by Güss & Tuason and information presented in online resources, this issue proved to be negligible. Since I do not speak Tagalog or Boholano, the interviews were conducted in English. While the majority of interviewees understood and spoke English proficient enough to communicate without problems, in some instances this approach was not implementable. In those cases, a combination of hand gestures and very basic English or an interpreter quickly resolved the situation. Because the explanations of Jeepney decorations and paintings were conducted by owners and drivers and the remainder of my subject of research was mainly factual and numerical and did not require a great deal of interpretation, the common problem of cross-cultural differences in values and understandings for example was no major issue and could be resolved with findings from the participant observation.

In regard to participant observation, I took great care to substantiate by double-checking all findings with interviews in order not to project own values and understandings into the research. Considering this interaction between interviews and participant observation and vice versa, the findings in this paper can be expected to be as factual and truthful as realizable.

## 1.3 Geographic location

Bohol is situated in the Central Visayas and covers together with its many minor surrounding islands an area of a little over 4'100 square kilometers and is therefore the tenth largest island of the Philippines. The 2010 census indicated a population of 1'255'128 residents (Philippine

Statistics Authority 2010: 1). Its capital is Tagbilaran City, located on the southwest of the main island. Please refer to figure one in the image directory for a map with the cities relevant to my research. The common language spoken in everyday-situations is Boholano, a dialect of Visaya. Official languages are Tagalog and English.

## 2. About Jeepneys

*Public Utility Jeepneys* (PUJ), or simply *Jeepneys*, are a very common form of public transportation in the Philippines. Striking are the many decorations inside the vehicle as well as bright and colorful paintings on the outside that make the Jeepney easily distinguishable from other traffic. An example of a typical Jeepney is available in the appendix in figure two. Compared to other forms of transportation such as taxis and air-conditioned buses, the fare on Jeepneys is lower and usually the only way locals can afford to travel long-distance. Depending on the region, passengers sit on the two long parallel benches facing each other, on the back or on the roof of the vehicle.

### 2.1 History

Following the formal surrender of the Empire of Japan on September 2, 1945, the United States Army left a great number of jeeps on the Philippines as they withdrew their troops (Otsuka, Kikuchi & Hayami 1986: 280). The vehicles were modified to the needs of public transportation such as adding benches and an iron roof for luggage. In the beginning, notable manufacturers were *Sarao Motors* and *Francisco Motors*, both operating from Las Piñas in Metro Manila. In the following decades, other factories and workshops emerged, mostly on the island of Luzon in close proximity to the capital.

### 2.2 Practices

Nowadays, Jeepneys have fixed routes with a terminal, where an officer of the respective driver's association is in charge of dispatching the PUJ at a given interval. Once the time is up or the Jeepney is full, the driver takes off, constantly picking up new customers and dropping others off during the trip. There are very few designated Jeepney stops where I conducted my research. It is necessary to give the driver notice to stop to disembark - by knocking on the

ceiling or the safety bar mounted on it (sometimes with a coin), uttering a kissing-sound or yelling a sustained 'e'. Naturally, those practices vary from region to region, but the knocking is a signal generally understood throughout the Philippines.

Either during the trip or when getting off, the fare is collected by the conductor as seen in figure three, the driver's helper in keeping the Jeepney organized, spotting new customers and notifying when it is safe to pull back on the road. If the driver does not employ a conductor, the fare is given to him directly and usually while driving, he passes back the exact amount of change.

To get on a Jeepney, the customer simply needs to stand on the shoulder of the road and hold out his hand to signal the driver to stop. If space permits, the customer is seated inside the vehicle, if not, he hangs on to the back of the Jeepney (a practice known in Cebuano as *kabit*, which means "to hang on") or climbs on its roof. The two latter are illegal and considered to be dangerous. A law however that is not frequently enforced, as seen in figure four.

Please note that the Jeepney as a public transportation vehicle is not solely a Philippine phenomenon. Various sorts of share taxis, as they are called, exist in many countries and cultures, for example the *Colectivos* in Argentina (Scartaccini 2004), the *Tap-Tap* in Haiti (Thompson 1996) or the *Daladala* in Tanzania (Rizzo 2002). Usually encountered in less industrialized countries in Latin America, Africa, Asia and Eastern Europe, they serve as a cheap form of public transportation, both short-distance and long-distance.

### 3. Rules, laws and regulations

In this chapter, I introduce the conditions under which the Jeepney driver operates. It is easiest to start with the routes assigned to Jeepneys.

#### 3.1 Routes and terminals

With a population of 96'792 residents (Philippine Statistics Authority 2010: 28), Tagbilaran City is by far the island's most populous city, its capital and therefore an important destination for

Jeepneys. It is not surprising that its terminal is next to the *Island City Mall* (ICM), Bohol's largest mall, and in close proximity to the center of Tagbilaran as well as the airport.

From the bus terminal, operators drive customers to the furthest parts of Bohol in vehicles either with or without air-conditioning, resulting in different fares. The waiting spots for Jeepneys however are scattered in front of the Island City Mall (see fig. 5) and around the Public Market, with every destination assigned a designated place. Even though there are no signs, it is not difficult to find ones way to your Jeepney since Filipinos are very friendly and committed to helping. Dispatcher and conductor usher customers in the corresponding Jeepneys and once the waiting time is over or the Jeepney is full, the vehicle takes off. Considering the favorable waiting places for Jeepneys to Loboc, Panglao and Lila, one can suspect that those routes are the most frequently traveled ones. The vast majority of the Jeepneys on which I conducted my research were naturally the ones passing through Loay, which would be the ones heading for the terminals in Loboc or Lila and some to Valencia.

It is important to understand that every Jeepney as well as every driver is assigned to a specific route between two terminals, one mostly being Tagbilaran. Those routes are contractually regulated and not interchangeable.

### 3.2 Driver's associations

Every Jeepney driver is required to be a member of a driver's association. Due to the geographic location of Loay, I predominantly got to know drivers and owners associated with LUDA (Loboc) and LODA (Lila). To understand the local regulations of the Jeepney business, I will refer to a very insightful interview with Wilma, a middle-aged woman living in the barangay *Ibabao*, Loay, whose parents own two Jeepneys and employ drivers on the route from Loboc to Tagbilaran. They are therefore associated with LUDA and all the information presented in the following chapter applies to LUDA unless noted otherwise.

#### 3.2.1 LUDA (Loboc)

In order to be allowed to drive from Loboc to Tagbilaran and vice versa, a one-time fee of 15'000₱ is to be paid to LUDA to be granted membership. Furthermore, the route needs to be "rented", known as the franchise. There are no fixed prices for acquiring the franchise, much

like the principle of supply and demand the costs vary. Wilma stated that she had to pay around 10'000₱ for a franchise between Loboc and Tagbilaran valid for five years. She also mentioned that connections to officials may help considerably in getting a good price or even getting a franchise at all. And since the applicant for the franchise neither has to be the owner nor the driver, a befriended distinguished priest of hers filed her family's successful application. To substantiate this point, I refer to another interview conducted with a Jeepney owner and driver associated with LUDA who stated to have paid 15'000₱ for the franchise, another paid 12'000₱.

The membership fee as well as the franchise are fees collected by the driver's association. Further fees apply, such as an insurance, issued in Cebu City by the *Passenger Accident Mgt & Insurance Agency Inc.* for around 2'000₱ per year and the local confirmation of this insurance, including an emission test, issued by the Tagbilaran City District Office of the *Land Transportation Office* for around 1'400₱ per year<sup>2</sup>. Having paid all those fees, the Jeepney is entitled to two round-trips from Loboc to Tagbilaran per day. The same limitation applies to Jeepneys operating from Lila to Tagbilaran.

In doing so, a set of rules issued by the LUDA needs to be obeyed: First, the driver is to follow the dispatcher's instructions to guarantee a precise and regular flow of Jeepneys. The time interval in Loboc is five minutes, in Tagbilaran ten minutes. The second rule concerns the waiting places in Tagbilaran: Until 5pm it is to be in the Jeepney Terminal next to the ICM, from 5pm to 9pm in front of the *St. Cathedral Church* in downtown Tagbilaran City. And thirdly, a Jeepney is allowed to be driven on this route for six days per week only. However, the driver may decide to do a special trip on the 7th day, such as offering his services to a private customer.

### 3.2.2 LODA (Lila)

It should not come as a surprise that regulations in LODA are quite similar to those from LUDA. First and foremost, what caught my eye was the enormous difference regarding the membership fee. To become a member of LODA, 100'000₱ is to be paid. Since this information was gathered in one of my first interviews, the fee did not seem excessive and the matter was

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<sup>2</sup> Scans of official franchise, insurance and confirmation documents are available in the appendix.

not investigated further. The franchise is also valid for five years and costs around 12'000₱. The mandatory lawyer costs an additional 100₱ per month.

In my very first interview, a driver from Lila explained to me the principle of the *raffle draw*. Every morning at 6am, the drivers gather in Lila and pick a scrolled paper with a number from one to twenty-two. The driver who picks number one goes first, after a given time interval the driver who picks number two departs and so forth. I suspect that this method is used to avoid the same drivers serving through rush hour, transporting more customers and therefore earning more money. More than likely, this draw comes into play in other driver's associations as well for the same reason.

## 4. Revenues and expenditure

As was already learned in the previous chapter, a variety of fees have to be paid in order to get a permission to drive a Jeepney on a specific route. Naturally, further expenditures apply such as the acquisition, customization and maintenance of the Jeepney as well as the wages of the driver and the conductor.

### 4.1 Expenditures regarding the Jeepney

The manufacturer, the engine, the interior, whether it is brand new or second hand, if the latter the amount of miles covered and the condition are just some factors that determine the price of a Jeepney. To get an understanding of the price ranges, I present a few statements gathered through face-to-face interviews.

Junischio has been the owner and driver of a Jeepney associated with LODA since 2001. He bought it from *Hebron Motors* (Tanay Rizal in the outskirts of Manila) for 370'000₱ and paid an additional 15'000₱ for modifications. The transport from Manila to Bohol on the car ferry cost another 21'000₱. The total amount of 406'000₱ (around CHF 10'300.- at the time of purchase) was not paid by him, but by his sister's husband, a Belgian. He said that the same Jeepney from the same manufacturer would cost around 750'000₱ nowadays.

Wilma explained that her parents bought both Jeepneys in 1998 with the money their daughter earned working in Japan. They cost 380'000₱ (around CHF 9'600.- at the time of purchase) from a merchant in Bolacan, Manila. Shipping amounted to 5'000₱, a fee Wilma stated not to be fixed but a percentage of the value of the vehicles shipped.

Another owner and driver associated with LUDA bought a second hand Jeepney in 2011 in Tagbilaran. He paid 140'000₱ plus 160'000₱ for repairs and engine upgrades, 300'000₱ (around CHF 6'300.- at the time of purchase) in total. A different owner paid 240'000₱ in 2012 for a second hand Jeepney, which amounts to around CHF 5'300.- at the time of purchase. The source of the money was not investigated further in those two latter cases.

Nowadays, a brand new fully functional Jeepney from *Sarao Motors* costs between 615'000₱ and 695'000₱ (around CHF 14'000.-), depending on the material and configuration. The body alone with the chassis costs between 250'000₱ and 315'000₱ (Sarao Motors Inc. 2015). As seen in figure six, maintenance is essential as it is with every motor vehicle, an aspect not to be investigated further in this paper.

## 4.2 Revenue

The biggest source of income for a Jeepney owner are the regular paying customers. Those fares are strictly regulated on the franchise document in paragraph four. The following quote is from Wilma's parents' franchise from 2003<sup>3</sup>. Even though over ten years ago, it is still quite accurate as will be seen in an example later on.

"Applicant shall adhere strictly to the following scheduled rates: 6.00₱ maximum charge for a distance of not more than five kilometers; 0.80₱ per passenger per kilometer traveled or fraction thereof. Children less than one meter in height shall be transported free of charge and those from one to 1.30 meters in height shall pay half price. Every passenger is entitled to free carriage of ten kilograms of baggage and shall pay the corresponding freightage for excess weight."

Student passenger rates are regulated as following: "5.00₱ maximum charge for a distance of not more than five kilometers. 0.70₱ per passenger per kilometer traveled or fraction thereof." To illustrate the accuracy of the rates, I double-checked the fare from Loay to Tagbilaran, a trip I

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<sup>3</sup> The entire franchise document is available in the appendix.

traveled frequently during my research and always paid 20₱. As seen in figure seven, the route that Jeepneys from Loboc and Lila serve measures at 22.6 kilometers. As an adult without discount I pay 6.00₱ for the first five and 0.80₱ for every consecutive kilometer, which adds up to 20.08₱. Therefore, fare rates are regulated and strictly implemented.

### 4.3 Wages

Jeepney owners may drive their vehicle themselves or employ drivers and/or conductors. If so, wages have to be paid. Since there are no laws regulating a Jeepney driver's or a conductor's salary, this is agreed upon bilaterally between the owner and the employee. Before I present case studies however, let us have a look at the process and the fees a candidate needs to undergo in order to get a PUJ driver's license.

#### 4.3.1 Excursus: the Public Utility Jeepney driver's license

In order to operate a Jeepney, the driver needs to apply for a professional driver's license. Requirements for a professional driver's license are eighteen years of age, being physically and mentally fit to operate a motor vehicle, not being a drug user or alcoholic, not being afflicted with any contagious disease or epilepsy, being able to read and write in Filipino or English, being clean, neat and presentable, holding a medical certificate with drug test issued by any licensed physician practicing in the Philippines, presenting a police clearance by the *National Bureau of Investigation* (NBI) as well as holding a valid Student Permit. The Student Permit does not require any theoretical or practical examination, only the presentation of an authenticated birth certificate and the payment of 317.63₱. Any Student Driver needs to be accompanied by an experienced driver who possesses a non-provisional permit at all times.

Meeting all the requirements, after at least five months from the issue date of the Student Permit, the applicant may start the process of converting the permit into a professional driver's license at the cost of 585.26₱. First, the applicant must attend a transportation safety seminar, followed by the theoretical written examination containing sixty questions where a quote of 80% is required to pass. Next comes the practical examination, driving either the applicant's own or the driving school's vehicle. Having passed the practical examination as well, the papers

are signed by the Officer in Charge of the *Land Transportation Office* and the driver's license card is issued.<sup>4</sup>

For multiple reasons, many Jeepney owners prefer to drive themselves instead of hiring a driver. First and foremost, the revenue from customers does not need to be shared with a driver. Furthermore, a Jeepney driver generally has a decent social status, a fact that Filipinos consider to be highly important.

However, for example if the owner is too old to drive himself, as it is the case with Wilma's parents, one may decide to hire a driver. Even though the unemployment rate in the Philippines (7.0% - April 2015) as well as in the Central Visayas (6.4% - January 2015) (Philippine Statistics Authority 2016) is below the worldwide average, the first priority in filling vacancies are always family and friends. As mentioned above, Wilma's parents own two Jeepneys and therefore employ two drivers. One is the brother-in-law of the previous driver who died of cancer, the other a good friend of the family residing in another barangay. Both drivers work with a conductor, who Wilma states to usually be a neighbor, close relative or good friend of the driver. Here, it is in both cases the driver's nephew.

The amount of money a Jeepney driver generates ranges from 500₱ to 1'000₱ per day, Wilma says. Her family pays each driver a fixed amount of 250₱ per day and as required by Filipino tradition a tip, if the driver has had a productive day. The salary is given daily between 8pm and 9pm, when the driver visits at the owner's house to deliver the day's income. From the 250₱, the driver needs to pay for everything: food, accommodation and gasoline for the Jeepney<sup>5</sup>. The drivers park the Jeepneys at their own home overnight.

Further interviews with other drivers as well as owners who drive suggest similar salaries:

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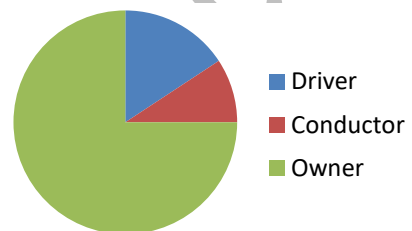
<sup>4</sup> The information presented in this excursus was gathered in an interview with Erwin Pattaligon, the Officer in Charge of LTO Bohol, Tagbilaran, as well as the LTO's official website (Land Transportation Office 2015).

<sup>5</sup> Diesel, 28₱ per liter in Tagbilaran.

| Interviewee's driver's association | Money usually generated per day | Owner's share    | Driver's share   | Conductor's share  |
|------------------------------------|---------------------------------|------------------|------------------|--------------------|
| LUDA                               | 1'000₱                          | 75%              | 15%              | 10%                |
| LUDA                               | 700₱ - 800₱                     | rem. (≈80%)      | min. 100₱ (≈13%) | min. 50₱ (≈7%)     |
| LUDA                               | 1'500₱                          | 75%              | 15%              | 10%                |
| LODA                               |                                 | 70%              | 20%              | 10%                |
| LUDA                               | 1'300₱                          | Remainder (≈80%) |                  | 250₱ - 300₱ (≈20%) |
| LODA                               |                                 | 80%              |                  | 20%                |

*Share of income itemized by owner, driver and conductor in percent*

What becomes evident is the fact that drivers (and conductors alike) make considerably less money than the owner despite their hard and demanding work. A quick illustration by Güss & Tuason on the subject of multitasking:



"While driving a manual transmission jeep in extreme conditions - traffic, heat, tropical rain - with bills organized by denomination between his fingers and coins in a small can close to the steering wheel, he stops to let people off and on, collects fares and gives exact change, and deals with occasional conflicts between passengers or with other drivers." (Güss & Tuason 2008: 221)

Long working days and difficult circumstances lead some drivers to consume a drug known in the Philippines as Shabú, tablets containing a mixture of methamphetamine and caffeine to keep them awake. An interviewee told me that a fix of this highly potent and addictive drug costs around 250₱ for one person or 400₱ for two people. The penalty of possession is either a 100'000₱ bailout or lifetime in prison. The official law however clearly lists different penalties depending on the amount of Shabú in possession. Ranging from as low as 12-20 years imprisonment and a fine of 300'000-400'000₱ if the quantity of the drug is under five grams, up to life imprisonment or death penalty and a fine of 500'000-10'000'000₱ if the quantity is over fifty grams (Congress of the Philippines 2002). Naturally, the consumption of this drug is not limited to Jeepney drivers, but a well known problem throughout the Philippines due to its wide availability and low price, as stated in the World Drug Report: "Methamphetamine was identified as the most used illicit drug in (...) the Philippines." (United Nations Office on Drugs and Crime 2009: 147).

Now that an understanding of the revenues and expenditure that come with owning a Jeepney or being employed as a driver or conductor was acquired, it is utterly important to put those figures into perspective.

#### 4.4 Salaries in Comparison

As the *Department of Labor and Employment of the Philippines* states for Region VII (Central Visayas), the daily minimum wage for non-agriculture labor is between 295₱ and 353₱ (Department of Labor and Employment 2016). Please note that those are gross minimum wages and are applicable to Social Security payments as well as tax payment as regulated by the *Bureau of Internal Revenue*. The Philippine's tax laws base on tax progression and the tax is easily calculable. A net taxable income between 70'000₱ and 140'000₱ per year is taxed with 8'500₱ plus 20% of the excess over 70'000₱, resulting in an effective range of 251₱ - 297₱ per day (Bureau of Internal Revenue 1997). Those figures are relatively accurate as many Filipinos I asked stated their salary to be between 200₱ and 300₱ per day. However, considering the huge gap between low, middle and upper income, it is not surprising that many employees - such as the drivers not owning the Jeepney as well as the conductors in the table above for example - are not paid the official minimum wage. Jeepney owners on the other hand, earning an average of 879₱ per day (684₱ with tax paid), may earn about as much as a doctor or low-income government official.

Nevertheless, a person's income in the Philippines cannot be discussed as black-and-white as in the previous paragraph. A driver or conductor may very well get benefits such as food or accommodation or works another job; the owner needs to pay for the maintenance of the Jeepney and its franchise and insurance.

#### 5. Jeepney design and decoration

Seeing a Jeepney for the first time, what strikes the most is undoubtedly its richness in colors, patterns, ornaments and other decorations.

## 5.1 Data Collection

To acquire a general overview, I took notes on twenty-two Jeepney rides during my research to gather data, split up in 24 variables. Apart from some numerical variables to substantiate findings discussed previously in this paper, I focused on those addressing decorations inside the Jeepney such as lights, sound systems and religious items. The table is available in the appendix.

While the data might look rather unexciting at first glance, there are quite a few interesting aspects to be investigated further.

- The type of Jeepney that is predominantly used in Bohol has a passenger limit of twenty-two people plus driver as regulated by the government. However, especially in the rush hours and starting from Tagbilaran, it is not uncommon to see a Jeepney with almost twice as many customers (case 20). Güss & Tuason experienced the same phenomenon in Luzon where different passenger limits apply: "Although a jeepney offers seats for about 16 passengers, it is not unusual to see more than 20 passengers, with some people squatting and standing in the entrance or hanging on to the side." (Güss & Tuason 2008: 216) To find a place to ride, customers hang on to the back of the Jeepney or climb on its roof, where an iron rack for luggage is installed. *Carriers* - little wooden benches - are set up between the two rows of the normal benches to provide extra seating space. One has to be very agile, careful and rather slim to get to an empty place. I was told that *carriers* are not allowed in Manila, but tolerated in Bohol. Nevertheless, should a police officer control the Jeepney, the *carriers* are quickly hidden to prevent a fine of 3'000₱. Since there is no other affordable way to transport the customers however, I have yet to see a police officer lodge a protest regarding the passenger limit or the *carriers*.
- Out of twenty-two Jeepney rides, twenty drivers employ a conductor, a rate of 90%. It is evident that the driver appreciates the conductor's role as fare collector and assigning a place for customers, so the driver can focus fully on operating the vehicle. Güss & Tuason however experienced the opposite: "Sometimes a driver hires someone to keep

track of the passengers and collect fares, but usually he is alone." (Güss & Tuason 2008: 221). This is rather surprising since their research was conducted in Manila and Davao, both being highly urbanized cities, where driving is presumably even more demanding than in the mostly rural areas of Bohol. A possible explanation for this phenomenon is the greater number of passengers in a prototypical Boholano Jeepney.

- Religion is an utterly important matter throughout the Philippines, 90% of the population being Christian (Philippine Statistics Authority 2015: 1-30). It is common to go to the service on Sundays and give charitable donations, if one can afford it. It does not surprise that religion therefore plays a paramount role in Jeepney decoration as well. Out of nineteen Jeepneys, there was not a single one without at least one religious item, such as a Holy Rosary, a picture or statue of the Virgin Mary as seen in figure eight or leastwise a sticker depicting a religious affair. Güss & Tuason discovered similar items: "Samples of religious items were crucifixes, small Buddha statues, rosaries, figurines of Santo Niño, Mary, and the saints, with phrases like 'God bless our way'." (Güss & Tuason 2008: 221) When asked, the driver typically responds that those items guard the trip and bring safety to him and his passengers. "Religious decorations serve as requests for protection against harm and guidance on the busy streets." (ibid. 221)
- Naturally, the lights inside the Jeepney are turned on when dusk falls. However, illumination is not the sole purpose thereof, but also to make the Jeepney quickly distinguishable from other traffic and easy to spot when waiting on the shoulder of the road. Most Jeepneys are equipped with various types of light bulbs in different colors and lighting systems to make the vehicle stand out from others. For the same reason, a few Jeepneys have sound systems installed. A driver and Jeepney owner associated with LODA explained that he likes to vary the genre of music depending on his passengers - rock for students and classics for older people. Most interestingly, Güss & Tuason stated additional lights and sound accessories to be the most frequently encountered decoration, even before religious items: " (...) the most frequent decorations were additional lights and sound accessories, for example sound systems or speakers, followed by religious and aesthetic items." (ibid. 220)

## 5.2 Items inside the Jeepney

While the variables from the data collection cover the majority of decorations inside the Jeepney, it does not make a claim to be complete. The following is a list of items I saw in addition and which strike me as noteworthy:

- Inside three Jeepneys, a big ceiling mirror was installed above the passenger area, a supplement that does not have a functional purpose.
- On the dashboard of five Jeepneys, stuffed animals were exhibited, such as a teddy bear saying 'I love you', a stuffed pineapple and a stuffed banana.
- Only one Jeepney was equipped with an electrical fan for the driver. Considering the traffic jams in Tagbilaran City and its outskirts as well as long waiting periods, one would expect a fan to be encountered more often. An inconvenience rather cynically described by Filipino singer Yoyoy Villame in the chorus of his song *Trapik* from 1978: "Everywhere, everywhere, there's traffic. The lines are long, it's hot. The trip is long and boring. That's why we drivers are sometimes peevish. You perspire all day. Your body is sticky. You smell like dried fish."<sup>6</sup> (Meñez 1988: 44)
- Plates with slogans such as 'Observe Cleanliness', 'No Smoking' or 'Barya lang po sa umaga' (translates to 'exact coins in the morning').

For a detailed account on the different decorations encountered in Jeepneys in Manila and Davao, I also refer to figure two of the Güss & Tuason paper (ibid. 222). Evidently, not two Jeepneys look alike from the inside. Many functional and non-functional decorations and other items make every vehicle unique and special. Regulations do not exist in this matter, it is always the owner's (and seldom the driver's) choice what to exhibit. Especially if compared to the rather identical public transportation vehicles encountered in many western countries, it is a joy to immerse oneself in the vast diversity of Jeepney decorations.

However, what is probably the greatest difference and the most striking one are the paintings and other decorations on the outside of the Jeepney.

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<sup>6</sup> Original in Tagalog.

### 5.3 Jeepney paintings

As mentioned above, it is mostly the owner who decides on the paintings and decorations on the vehicle. This fact differs from the information presented by Güss & Tuason, most likely due to the different geographic location: "Decorating them [the Jeepneys, F.Z.] is a collaborative effort of both jeepney owners and drivers." (ibid. 216) As seen in figure nine, most Jeepneys feature many pictures, slogans, customized rims, bumper, horns and much more. The main reason, as discussed before and heard in many interviews, is to attract customers. As there are not many designated Jeepney stops, a vehicle with many paintings and decorations especially in front of and above the engine hood as well as around the windshield can be easily identified as a Jeepney and distinguished from other vehicles on the road. Güss & Tuason reach a similar conclusion: "In coding jeepneys' dominant colors, we found that many colors were bright in hue to attract attention in the crowded streets." (ibid. 220) Some of the paintings however are not solely intended to attract customers, but depict wishes and desires of the Jeepney owners as will be seen below. Furthermore, if the Jeepney has decent decoration and looks clean, the customer expects a fast and safe trip. A Jeepney without or with only few paintings on the other hand may be thought of as old, slow or unsafe.<sup>7</sup> One also has to keep in mind that the Jeepney originated from army jeeps. What better way to take the reminder of war out of a vehicle than to paint it colorfully?

Some of the paintings are arbitrary, others hold a powerful meaning to the owner. Güss & Tuason came to the same conclusion: "As a cultural article, it [the Jeepney, F.Z.] manifests, through its accessories and decorations, the values and sentiments of its passengers, owners, and especially drivers." (ibid. 217)

#### 5.3.1 Mandatory information on the Jeepney

In addition to those freely selectable decorations, some information has to be listed on every Jeepney as required by law: As demanded by the *Land Transportation Franchising and Regulatory Board* (LTFRB), every Jeepney (as well as taxis and buses) has to display the note 'May reklamo ka? Itawag LTFRB #2316221' on both sides of the vehicle as seen in figure ten.

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<sup>7</sup> This statement was made by Junischio, a Jeepney driver and owner associated with LODA. Since most customers simply board the next available Jeepney, this is arguably a minor explanation for decorations and paintings.

This can be roughly translated as 'Do you have a complaint? Call LTFRB'. The number 2316221 is the legal phone number of the LTFRB Regional Office VII (Central Visayas) (Land Transportation Franchising & Regulatory Board 2016). A complaint can alternatively be filed via web form on the homepage of the LTFRB. To simplify the identification of a vehicle, the case number and the plate number, both issued by the LTFRB, is to be displayed on both sides of the car. Additionally, the number plate is installed on the front and the back of the vehicle as seen in many western countries.

While the three items mentioned above is the only information required by law to be listed on every Jeepney, many decide to display the route the Jeepney drives - for example 'Tagbilaran - Loboc'. Furthermore, the vast majority of Jeepneys have names which are usually written on top of the windshield.

### 5.3.2 Optional paintings

There is no limit to the creativity of Jeepney owners when it comes to decorating their vehicle. Although some decide to paint only the mandatory information, the majority is more expressive. Words cannot describe these works of art, so refer to figure eleven to start with a few examples of great resourcefulness.

Similar to the choice of decorations inside the Jeepney, religion plays a weighty role on the paintings encountered on its outside. "Similar to the jeepneys' decorations, religion was a dominant theme in the stickers, paintings, and pictures as well (...) " (Güss & Tuason 2008: 222). The rest is a mixture of pictures and slogans that the Jeepney owner or a member of his family is fond of or has pleasant memories thereof, honors the buyer of the Jeepney or deceased relatives or simply is thought to be looking nice and appropriate.

While it is unnecessary to list every item I encountered during my research, it is helpful to categorize and give some examples. Also refer to figure three of the Güss & Tuason paper for a detailed account on the different stickers, pictures and paintings encountered on Jeepneys in Manila and Davao (ibid. 223).

- Religion: the official logo of the Great Jubilee in 2000, a major event in the Roman Catholic Church to celebrate the mercy of God and forgiveness of sins. Multiple pictures and drawings of Jesus, the Virgin Mary and the Pope.
- Automotive industry: Formula One car with the slogan 'live fast'. Multiple drawings of sporting cars. Mercedes Star on the engine hood, the BMW logo and the Ferrari Stallion. Logos of Dunlop and Bridgestone (both tires) and Havoline (motor oil). Slogans 'Eagle Power', 'Desert Fox', 'Dirtwheel', 'Power Engine' or 'Overdrive'.
- Culture: Sylvester Stallone smoking a cigarette. Portrait of the Beatles. Dragon ball character since the owner's son is fond of the series. Picture of Winnie the Pooh. Logos and slogans of Looney Tunes, 'Damn Yankees', 'Ecstasy' or 'Westcoast'. The somewhat surprising preponderance of western symbols in culture as well as in the automotive industry was explained by Güss & Tuason as following: "Advertisements about cars (e.g. BMW, Lamborghini, Mercedes Benz) and other products (Guess, McDonald's, Levi's) display the Filipino's colonial mentality, that is, an obvious preference for anything 'Stateside' and an inferiority complex over things made locally." (Güss & Tuason 2008: 224)
- Eroticism and love: Drawing of a nude woman with long hair. Drawing of a mermaid. Heart made of cord. Metal plate of the Playboy Bunny.
- Names of Jeepneys - as discussed previously usually painted above the front windshield: Nature Lover, Wisdom, Mother of Perpetual Help, Miraculous Medal, Prestige, Texas Blues, Striker 2, In God we trust, Chariot, Jasvee, Sleepy, Sofia, Ronin, Chescka, Am-Am, Enerlu, Giana, Adelie, Edmirzi, Jaja, Maja Joy, Neldan and so forth.

The creativity in name giving clearly reflects the broad variety of decorations and paintings seen in and on many Jeepneys throughout the Philippines.

## 6. Synopsis

We have learned a great deal about different areas in the Jeepney business on Bohol and in the Philippines in general. The rules that ensure a regulated operational flow, such as designated terminals and precise dispatchment of Jeepneys. The expenses that come with acquiring a

Jeepney, applying for a franchise and a professional driver's license and how to do it. I described how income in the form of fares by passengers is regulated in a legal document and strictly implemented. The striking difference in salary of a driver or conductor when compared to the owner and consequently put those figures into perspective. And last but not least, we have immersed ourselves in the fascinating diversity of Jeepney decorations. There are not two Jeepneys who look alike, the owners put great effort in creating a vehicle that stands out from others, impresses with richness in color and remains functional and safe.

Examining the Jeepney is a great way to get to know a part of the Philippines and the Filipinos. As Güss & Tuason wrote: "A country's means of transportation can reveal a poignant description of that society's dynamic values and culture." (Güss & Tuason 2008: 216)<sup>8</sup> The tendency to complex bureaucracy and fondness for strictly regulated protocols quickly becomes apparent. The importance of religion clearly reflects in the choice of decorations inside and the paintings outside the Jeepney. The fact that every Jeepney owner and driver as well as every conductor I met was male attests to the significance of gender roles in regard to traffic-related professions. The openness towards western capitalist culture and values is depicted in portraits of Sylvester Stallone, the logo of Looney Tunes, a Gulf oil sticker or a friendly smile towards a foreigner followed by a genuine and sincere question to start a conversation. The fact that the fare collection works without the need of a receipt attests to the honesty of the passenger. The willingness to show a stranger to a Jeepney to his destination proves friendliness and helpfulness and not wanting a reward demonstrates modesty.

When compared to the paper by Güss & Tuason, it is striking that albeit the different geographic location and a time difference of almost ten years, much of the findings presented in this paper are similar. The Jeepney is a paramount element of the Philippine public transportation system nowadays as it has been for decades. And a structure this adequately adapted to crucial factors such as a typical Filipino's spending capacity, the ability to travel both long-distance and short-distance in the same vehicle, short waiting periods and a relatively high network density cannot be expected to vanish any time soon.

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<sup>8</sup> A country's means of transportation cannot reveal the entirety of a society's values and culture. It can however introduce a foreigner to a fraction of a society's values and culture in an easily accessible way.

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## 8. Appendix

### 8.1 Image Directory

Unless noted otherwise, all the photos presented herein are taken by the author, Florian Zeiter.

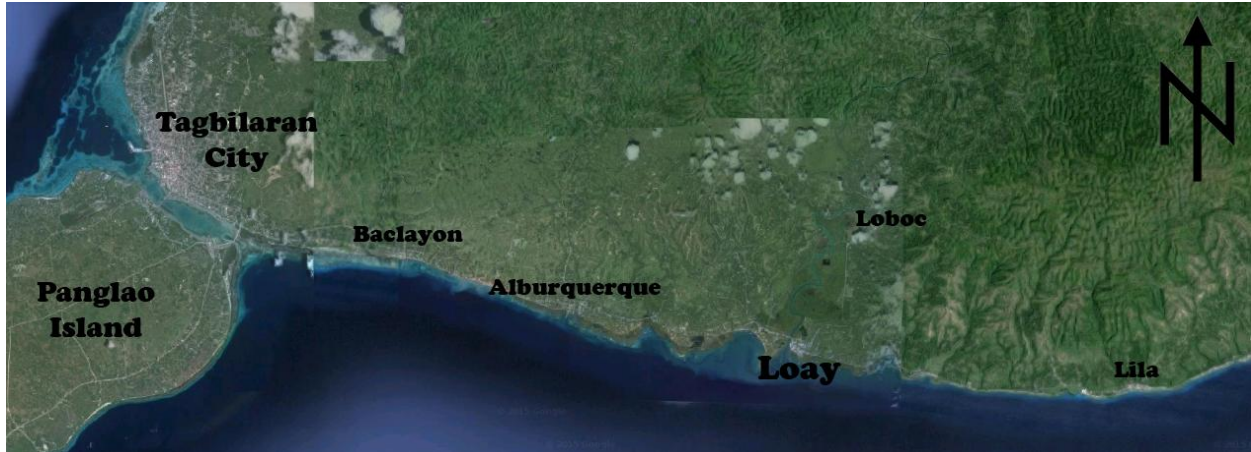


Fig. 1 - the southwest of Bohol with its major cities and villages relevant to my research.  
Satellite view on Google Maps with layer tags created by F.Z.



Fig. 2 - a colourful Jeepney in Loay. 15 January 2015 in Loay.



Fig. 3 - the conductor holds the money in a way that allows quick access to change.  
13 February 2015 in Loay.



Fig. 4 - police car with red lights, filmed from the roof of a Jeepney.  
13 February 2015 in Tagbilaran, screenshot of a video frame.



Fig. 5 - location of the Jeepney and Bus Terminals next to the ICM and the Public Market. Satellite view on Google Maps with layer tags created by F.Z.



Fig. 6 - regular maintenance is crucial in keeping the Jeepney running smoothly. 16 Mai 2015, photo taken by Bettina Beer.

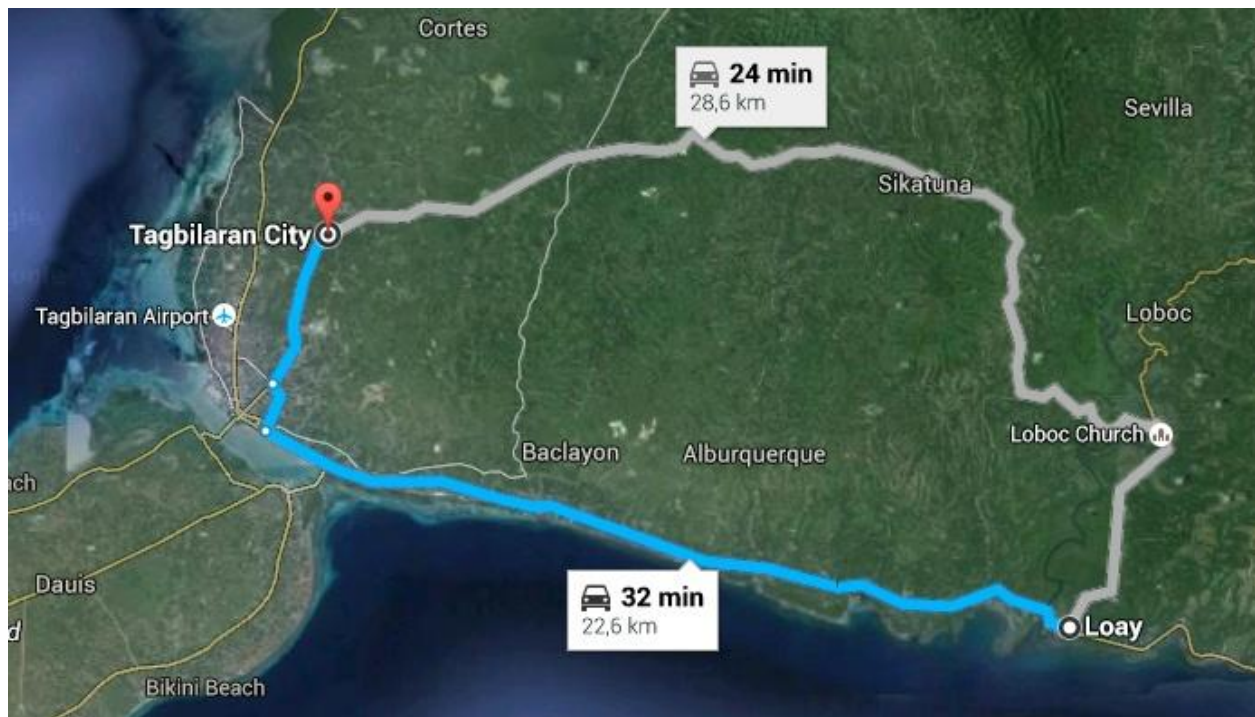


Fig. 7 - the route from Loay to Tagbilaran City as traveled by the Jeepneys. Satellite view on Google Maps with road directions from Loay to Tagbilaran ICM.



Fig. 8 - various religious items such as a few Holy Rosaries and a picture of the Virgin of Regla ('Birhen sa Regla' in Tagalog), a title given to the Holy Mary by the natives of Cebu City. Installed above the front windshield. 13 January 2015 while traveling from Loay to Tagbilaran.



Fig. 9 - a Jeepney on the road between Alegria Sur and Loay. 15 January 2015.



Fig. 10 - the three attributes required to be painted on every Jeepney.  
15 January 2015 at the terminal of Lila (applies to both pictures).



Fig. 11 - Jeepneys are usually easy to distinguish from other vehicles.  
top: 15 January 2015 on the road between Alegria Sur and Loay.  
middle left: 15 January 2015 at the terminal of Lila.  
middle right: 15 January 2015 on the road between Loay and Alegria Sur.  
bottom: 15 January 2015 in Loay.

## 8.2 Jeepney Variables

| case       | 1        | 2        | 3        | 4        | 5        | 6        | 7        | 8        | 9        | 10       | 11       | 12       | 13       | 14       | 15       | 16       | 17       | 18       | 19       | 20       | 21       | 22       |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| date       | 13<br>01 | 14<br>01 | 15<br>01 | 16<br>01 | 19<br>01 | 21<br>01 | 23<br>01 | 23<br>01 | 26<br>01 | 30<br>01 | 31<br>01 | 31<br>01 | 03<br>02 | 03<br>02 | 05<br>02 | 05<br>02 | 08<br>02 | 08<br>02 | 09<br>02 | 12<br>02 | 13<br>02 | 13<br>02 |
| timeIN     | 16<br>48 | 12<br>56 | 07<br>38 | 13<br>09 | 08<br>27 | 16<br>41 | 09<br>59 | 16<br>44 | 10<br>05 | 16<br>23 | 10<br>31 | 18<br>00 | 10<br>35 | 16<br>22 | 07<br>49 | 09<br>22 | 13<br>18 | 17<br>07 | 15<br>07 | 18<br>01 | 10<br>16 | 19<br>20 |
| timeOUT    | 17<br>31 | 13<br>02 | 07<br>46 | 13<br>44 | 08<br>35 | 17<br>07 | 10<br>37 | 17<br>23 | 10<br>09 | 16<br>29 | 10<br>37 | 18<br>12 | 11<br>11 | 16<br>54 | 08<br>22 | 10<br>43 | 13<br>52 | 17<br>53 | 15<br>16 | 18<br>40 | 10<br>49 | 20<br>04 |
| terminal   | 1        | 2        | 1        | 3        | 1        | 1        | 2        | 2        | 1        | 1        | 3        | 1        | 1        | 2        | 1        | 4        | 5        | 1        | 1        | 1        | 2        | 3        |
| placeIN    | 1        | 2        | 2        | 2        | 2        | 4        | 2        | 1        | 2        | 2        | 2        | 3        | 2        | 1        | 2        | 1        | 7        | 1        | 2        | 1        | 2        | 1        |
| placeOUT   | 2        | 3        | 3        | 1        | 3        | 2        | 1        | 2        | 3        | 3        | 3        | 2        | 1        | 2        | 1        | 6        | 1        | 2        | 3        | 2        | 1        | 3        |
| road       | 2        | 1        | 1        | 1        | 1        | 1        | 1        | 2        | 3        | 2        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 2        | 1        | 1        | 1        |
| conductor  | 1        | 1        | 0        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 0        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        |
| seat       | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 2        | 2        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 3        |
| paxBEG     | 19       | 15       | 22       | 24       | 13       | 11       | 14       | 33       | 12       |          |          | 6        | 22       | 24       | 18       | 11       | 32       | 23       | 21       | 21       | 27       |          |
| paxMAX     | 35       |          |          | 28       |          |          | 28       |          |          |          |          |          |          | 34       |          | 32       |          | 35       |          | 39       |          |          |
| lightGREEN | 1        | 0        | 1        | 0        | 2        | 2        | 2        | 0        | 0        |          |          | 3        | 0        | 0        | 0        | 3        | 0        | 0        | 2        | 0        | 8        |          |
| lightBLUE  | 0        | 2        | 0        | 1        | 1        | 1        | 0        | 0        | 0        |          |          | 0        | 0        | 1        | 1        | 0        | 0        | 2        | 0        | 1        | 3        |          |
| lightRED   | 0        | 2        | 3        | 1        | 0        | 1        | 3        | 0        | 0        |          |          | 0        | 4        | 5        | 1        | 2        | 0        | 0        | 5        | 1        | 0        |          |
| lightWHITE | 1        | 2        | 0        | 1        | 0        | 1        | 1        | 1        | 1        |          |          | 0        | 1        | 2        | 1        | 2        | 2        | 1        | 0        | 3        | 0        |          |
| lightONOFF | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |          |          | 1        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        |          |
| curtPLAS   | 1        | 0        | 0        | 1        | 1        | 1        | 1        | 1        | 1        |          |          | 1        | 1        | 1        | 0        | 1        | 1        | 1        | 1        | 1        | 1        |          |
| curtCLOTH  | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 1        | 0        |          |          | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 1        |          |
| soundSys   | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 1        | 0        |          |          | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 1        | 1        | 1        |          |
| SSVolume   | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 2        | 0        |          |          | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 0        |          |
| holyRos    | 2        | 2        | 2        | 0        | 2        | 0        | 1        | 1        | 1        |          |          | 1        | 1        | 1        | 1        | 4        | 1        | 1        | 1        | 1        | 1        |          |
| banner     | 0        | 1        | 1        | 1        | 1        | 0        | 1        | 0        | 1        |          |          | 0        | 0        | 0        | 1        | 1        | 1        | 1        | 1        | 1        | 0        |          |
| maryPIC    | 0        | 1        | 2        | 2        | 0        | 2        | 1        | 0        | 0        |          |          | 0        | 0        | 1        | 0        | 0        | 2        | 0        | 1        | 0        | 0        |          |
| marySTAT   | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        |          |          | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 0        |          |

Findings from 22 Jeepney rides, itemized in 24 variables

Please note that the date of the ride is shown as ddmm of the year 2015, the time of boarding and deboarding as hhmm. Naturally, when hanging on to the back of the Jeepney or being seated on the roof, I was not able to note the majority of variables (cases 10, 11 and 22). The variable values are coded as following:

**terminal** the terminal stop of the Jeepney's route

1 = Loboc; 2 = Lila; 3 = Valencia; 4 = Tawala; 5 = Panglao

**placeIN/OUT** the place of boarding and deboarding the Jeepney

1 = Tagbilaran, Island City Mall; 2 = Alegria Sur, Loay;

3 = Loay center; 4 = Loboc; 5 = Lila; 6 = Alona Beach; 7 = Panglao

**road** the condition of the road. 1 = dry; 2 = wet; 3 = wet & raining

**conductor** whether or not a conductor is employed. 0 = no; 1 = yes

**seat** where I was seated during the trip. 1 = inside; 2 = on the back; 3 = on the roof

**paxBEG/MAX** the amount of fellow passengers at the time of boarding and the maximum

**lightCOLOR** the number of lights inside the Jeepney in that specific color

**lightONOFF** whether or not the lights were on. 0 = off; 1 = on

**curtMATERIAL** whether or not the Jeepney has plastic and/or cloth curtains. 0 = no; 1 = yes

**soundSys** whether or not the Jeepney has a sound system. 0 = no; 1 = yes

**SSVolume** the volume of the sound system

0 = off or not available; 1 = low; 2 = medium; 3 = fairly loud; 4 = very loud

**holyRos** the amount of Holy Rosaries found inside the Jeepney

**banner** whether or not there is a banner inside the Jeepney, mostly cloth embroidered with slogans such as 'God bless us' or 'God bless our trip'. 0 = no; 1 = yes

**maryPIC/STAT** the amount of pictures and/or statues of the Virgin Mary

## 8.3 Franchise Documents

Republic of the Philippines  
Department of Transportation and Communications  
**LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD**  
Regional Office No. VII, Cebu City

GABRIEL AVELINO

Applicant

CASE NO. 07-07-0831

Application for Extension of  
Validity of a Certificate of  
Public Convenience to operate  
a PUJ Service.  
X-----

## DECISION

This is an application for Extension of Validity of a Certificate of Public Convenience for the operation of PUJ service on the route TAGBILARAN CITY - LOBOC AND VICE VERSA with the use of One ( 1 ) unit/s.

In compliance with Section 2, Rule 8, Rules of Practice and Procedure before the Land Transportation Franchising and Regulatory Board, applicant submitted a publication issued by the publisher of the "BANAT NEWS", a newspaper of general circulation, VISAYAS as well as the newspaper clipping of the Notice of Hearing as published and the page of the newspaper where said notice appears.

From the evidence submitted it shows that applicant is a "FILIPINO"; that the applicant is a grantee of a Certificate of Public Convenience valid for five (5) years dated NOVEMBER 18, 2012; that the applicant is capable to meet the business and responsibilities incident to the continued operation of the service; and that the service will promote public interest in a proper and suitable manner in view of the increase of population and business establishments on the route: TAGBILARAN CITY - LOBOC AND VICE VERSA with the use of One ( 1 ) unit/s subject to the following:

## CONDITIONS:

1. Applicant, GABRIEL AVELINO, shall operate a PUJ service for the transportation of passengers and freight on the authorized line herein granted the following service under denomination with the use of one ( 1 ) unit/s more particularly described as follows:

MAKE  
FUSO

MOTOR NO.  
4D30-126942

CHASSIS NO.  
8PMM-919472

PLATE NO.  
8YA-532

CASE NO. 07-07-0831

2. Applicant is hereby required to register the herein authorized unit/s under RTU denomination with the TAGBILARAN CITY Agency of the Land Transportation Office and to show proof of registration to the Management Information Division (MID) of the Board within thirty (30) days from receipt of a copy hereof. The Transportation District Officer of said unit/s and accepts it for REGISTRATION ONLY if found fit for operation for public service.

3. Applicant shall mark on its both sides of the vehicles the panel route marking indicating the line of operation and the same be readable enough for identification.

4. Applicant shall adhere strictly to the following scheduled rates:

P 0.00 Maximum charge for a distance of not more than five (5) kilometers;  
.20 Per passenger per kilometer traveled or fraction thereof.

Children less than one (1) meter in height shall be transported free of charge and those from one (1) to 1.30 meters in height shall pay half price.

Every passenger is entitled to free carriage of ten (10) kilograms of baggage and shall pay the corresponding freightage for excess weight.

#### STUDENT PASSENGER RATES:

P 3.00 Maximum charge for a distance of not more than five (5) kilometers;  
.70 Per passenger per kilometer traveled or fraction thereof.

5. Applicant shall submit to the Board on or before March 1st of each year an Annual Report as required by Section 17(h) of Commonwealth Act No. 146 as amended.

6. Applicant shall pay to this Board on or before September 30th of each year, the supervision and regulation fees computed at the rate of P 210.00 per gross ton per unit registered.

7. The Certificate of Public Convenience to be issued by virtue of this Decision shall be valid and subsisting until NOVEMBER 18, 2012.

8. The operator in the operation of this service shall observe and comply strictly with the Rules and Regulations for all Public Service in conformity with the:

- a. Constitution of the Republic of the Philippines
- b. Commonwealth Act No. 146 as amended
- c. Republic Act No. 4136 as amended
- d. Provincial Resolutions
- e. Municipal and City Ordinances and all other applicable to this service
- f. MC No. 05-RD-008

JAN 03 2003

**REYNALDO C. EDUAR**  
 Officer-in-Charge

Applicant: Gabriel Acorino Poblacion, Leany, Behol  
 The Director, LTO Regional Office No. VII Cebu City  
 LTO Agency of: TAGBILARAN CITY  
 File:

Republic of the Philippines  
 Department of Transportation and Communications  
 LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD  
 Regional Office No. VII, Cebu City

[Gabriel Avelino]  
 April (...)

Case No: 07-07-0831

Application for Extension of  
 Validity of a Certificate of  
 Public Convenience to operate  
 a [PUJ] Service.

DECISION

This is an application for Extension of Validity of a Certificate of Public Convenience for the operation of [PUJ] service on the route [TAGBILARAN CITY - LOBOC AND VICE VERSA], with the use of [ONE (1)] unit/s.

In compliance with Section 2, Rule 8, Rules of Practice and Procedure before the Land Transportation Franchising and Regulatory Board, applicant submitted a publication issued by the publisher of the ["BANAT NEWS"], a newspaper of general circulation, [VISAYAS] as well as the newspaper clipping of the Notice of Hearing as published and the page of the newspaper when said notice appears.

From the evidence submitted it shows that applicant is a ["FILIPPINO"]; that the applicant is a grantee of a Certificate of Public Convenience valid for five (5) years dated [NOVEMBER 18,2012]; that the applicant is expable to meet the finances and responsibilities incident to the continued operation of the service; and that the service will promote public interest in a proper and suitable manner in view of the increase of population and business establishments on the route [TAGBILARAN CITY - LOBOC AND VICE VERSA], with the use of [ONE (1)] unit/s subject to the following:

CONDITIONS:

1. Applicant, [GABRIEL AVELINO], shall operate a (...) service for the transportation of passengers and freight on the authorized line herein granted the following service under denomination with the use of [ONE (1)] unit/s more particularly described as follows:

|             |                  |                    |                  |
|-------------|------------------|--------------------|------------------|
| <u>MAKE</u> | <u>MOTOR NO.</u> | <u>CHASSIS NO.</u> | <u>PLATE NO.</u> |
| DUSO        | 4D50-126942      | 8PMM-919472        | GXA-532          |

2. Applicant is hereby required to register the herein authorized unit/s under [PUJ] denomination with the [TAGBILARAN CITY] Agency of the Land Transportation Office and to show proof of registration to the Management Information Division (MID) of the Board within thirty (30) days from receipt of a copy hereof. The Transportation District Offices of said unit/s and accepts it for REGISTRATION ONLY found fit for operation for public service.

3. Applicant shall mark on its both sides of the vehicles the panel route marking, indicating the line of operation and the same be readable enough for identification.

4. Applicant shall adhere strictly to the following scheduled rates: P [6.00] Maximum charge for a distance of not more than five (5) kilometers; P [.80] per passenger per kilometer traveled or fraction thereof. Children less than one (1) meter in height shall be transported free of charge and those from one (1) to 1.30 meters in height shall pay half price. Every passenger is entitled to free carriage of ten (10) kilograms of baggage and shall pay the corresponding freightage for excess weight.

STUDENT PASSENGER RATES:

P [5.00] Maximum charge for a distance of not more than five (5) kilometers. P [.70] per passenger per kilometer traveled or fraction thereof;

5. Applicant shall submit to the Board on or before March 1st of each year an Annual report as required by Section 17(h) of Commonwealth Act No. 146 as amended.

6. Applicant shall pay to this Board on or before September 30th of each year the supervision and regulation fees computed at the rate of P [210.00] per gross ton per unit registered.

7. The Certificates of Public Convenience to be issued by virtue of this Decision shall be valid and (...) until [NOVEMBER 18,2012].

8. The operator in the operation of this service shall observe and comply strictly with the Rules and Regulations for all Public Service in conformity with the:

- (a) Constitution of the Republic of the Philippines
- (b) Commonwealth Act No. 146 as amended
- (c) Republic Act No. 4136 as amended
- (d) Provincial Resolutions
- (e) Municipal and City Ordinances and all other applicable to this serving
- (f) MC No. 05-RD7-008

JAN 03, 2003

(signature)  
REVILALDO C. ELNAR  
Officer-in-charge

Applicant: Gabriel Avelino - Poblacion, Loay, Bohol  
The Director LTC Regional Office No. VII, Cebu City  
(...) Agency of: [TAGBILARAN CITY]



Republic of the Philippines  
Department of Transportation and Communications  
**LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD**  
J. King Bldg. Jose L. Briones St., North Reclamation Area, Cebu City  
Tel. Nos. 231-7466 / 231-1524 / 231-6221 • Fax No. 232-6074

**GXA-532**  
Plate No.

## CERTIFICATION

Pursuant to the Consolidated Order of the Board dated January 31, 2011, it is hereby certified that the PUJ Fare in Region 7 has been provisionally increased by **ONE PESO (Php 1.00) ONLY** over and above existing authorized fare rates.

Minimum regular fare for the first Five Kilometers shall be **Seven Pesos & Fifty Centavos (Php 7.50) ONLY**. The 20% discount for Senior Citizens, Students, and Persons with Disabilities shall remain to be strictly observed and enforced. Effectively, their minimum fare is **Six Pesos (Php 6.00) ONLY**.

This Certification shall be posted in a conspicuous place inside the PUJ unit AT ALL TIMES.

This provisional increase of Php 1.00 shall be effective on February 2, 2011, and shall be valid unless modified, revoked or cancelled by the Board.

CEBU CITY, PHILIPPINES.

Certified Correct:

**ATTY. JOSE DOUGLAS R. SANSON**  
CTDO

Noted by:

**AHMED G. CUIZON**  
Regional Director

Not valid without Hologram

O.R. No.

**0070163**





Republic of the Philippines  
 Department of Transportation and Communications  
**LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD**  
 J.King Bldg., Jose L. Briones St., NRA, Cebu City  
 Tel: 2311524/2316221 / Telefax: 2326074

## CONFIRMATION

|                  |                              |  |                     |                     |
|------------------|------------------------------|--|---------------------|---------------------|
| OPERATOR         | AVELINO GABRIEL              |  | CASE NUMBER         | <b>07-07-0831-A</b> |
| COMMERCIAL NAME  |                              |  | DENO.               | PUJ                 |
| DATE GRANTED     | October 16, 2012             |  | NO. OF AUTHO. UNITS | 1                   |
| EXPIRY DATE      | November 18, 2017            |  |                     |                     |
| BUSINESS ADDRESS | POB, LOAY, BOHOL 09287623391 |  |                     |                     |
| ROUTE NAME       | Tagbilaran City-Loboc        |  |                     |                     |
| REMARKS          | Extension of validity        |  |                     |                     |
| PURPOSE          | For Confirmation             |  |                     |                     |

## IDENTITY OF UNITS

| MAKE | MOTOR NUMBER | CHASSIS NUMBER | PLATE NUMBER | YEAR | REMARKS |
|------|--------------|----------------|--------------|------|---------|
| FUSO | 4D30126942   | SPMM919472     | GXA532       |      |         |

VERIFIED BY

L. CAÑADA / D. GELIO

DATE

APPROVED BY

RUPERTO G. ZAMORA JR.



O. R. # 152376  
 DATE 2/8/2013  
 Serial # 0778-0029470575612505



Case # 07-0831-A  
 Date Printed: 2/8/2013

11C21D424780E4

## 8.4 PAMI Insurance (Cebu City)

|  |  |   |                               |
|--|--|---|-------------------------------|
| <br><b>PAMI</b>   | <br><b>UCPB GEN</b><br>UCPB General Insurance Co.<br>With other participating insurance companies | <b>ORIGINAL</b><br><b>CONFIRMATION OF COVER</b><br>Land Transportation Office<br>Passenger Personal Accident Policy<br><b>RO7321373</b>   | <b>LTFRB CASE NO.</b><br><br> |
| <b>NAME &amp; ADDRESS OF ASSURED</b><br>RO7321373-JEPA022013<br>AVELINO GABRIEL<br>POB. LOAY BOHOL<br>Period of Insurance : From 23 Feb 2013 to 23 Feb 2014<br>Model : NA<br>Serial / Chasis : SPMM-919472<br>Make : FUSO<br>Motor Number : 4030-126942<br>Plate Number : GXA532<br>Vehicle Type : PUBLIC UTILITY JEEPNEY<br>MI File Number : 074400000082032<br>Authentication : TBA<br>Origin: <b>TRAVELER PERSONAL ACCIDENT POLICY</b><br><b>FOR PUBLIC UTILITY VEHICLES</b><br>SUBJECT TO THE SCHEDULE OF INDEMNITIES SHOWN AT THE BACK HEREOF |  | Date Issued: 08 Feb 2013<br>LTFRB Case No 07-07-0831<br>*** TOTAL PREMIUM INCLUSIVE OF STRADCOM/LTO-LTFRB<br>CONNECTIVITY FEE OF PHP 99.00 (TAX INCLUSIVE)<br>Destination: LOBOC<br>1,075.00<br>CFC<br>Authorized Signature |                               |
| This Confirmation of Cover is evidence of the policy of insurance required under the Passenger Personal Accident Insurance as mandated by the Land Transportation Franchising and Regulatory Board. (LTFRB).<br>NOTE: This COC is good for Region 7 Issuance Only.   |  |   |                               |

  
**Passenger Accident Mgt & Insurance Agency Inc**  
 J King Bldg. J.L. Briones St. NRA Cebu City  
 VAT REG TIN: 202-934-066-003

|  |  |  |  |
|--|--|--|--|
| <b>RECEIVED FROM:</b><br>ADDRESS: RO7104249<br>AVELINO GABRIEL<br>POB. LOAY BOHOL<br>Issue Date : 02/08/2013<br>Check Date :<br>Plate No. : GXA532 |  | <b>OFFICIAL RECEIPT</b><br><b>Nº 61849</b><br>TIN<br>O.R. Date : 02/08/2013<br>Premium 890.00<br>Doc. Stamps 111.25<br>Vat 106.80<br>Local Tax 1.35<br>Stradcom Fee 50.40<br>Amount 1,159.80<br>NOTE:<br>This receipt shall not be binding upon the company for any part of said payment covered by check or other form of remittance unless such remittance is promptly honored on first presentation for payment. Acceptance of this payment shall not waive any of the insurer's right to deny liability on any claim under the policy arising such payment.<br>Inception date of the policy remains the same regardless of the date of such payment covering the policy. |  |
| FORMS OF PAYMENT<br>CASH<br>AMOUNT   |  | C H E C K<br>BANK/CHECK NO.<br>AMOUNT<br>DUE DATE  |  |

**“DUPLICATE”  
COI**

**CONFIRMATION OF INSURANCE  
LAND TRANSPORTATION OPERATORS  
VEHICLE**

**1207 104249**

**PAMI**

UCPB General Insurance Co., Inc.  
25th Floor LKG Tower, 6801 Ayala Avenue, Makati City, Philippines  
Tel. No.: (632) 884-1234 Fax No.: (632) 884-1260 MCPO BOX NO. 1009

UCPB GEN

COI Number : 1207104249 Date Issued: 08 Feb 2013  
COC Number : R07321373-JEPA022013  
AVELINO GABRIEL LTFRB Case No. 07-07-0831  
POB: LOAY BOHOL  
Period of Insurance : From 23 Feb 2013 to 23 Feb 2014  
Model : NA \*\*\* TOTAL PREMIUM INCLUSIVE OF STRADCOM  
Serial / Chasis : SPMM-919472 CONNECTIVITY FEE OF PHP 50.40 (TAX INCLUSIVE)  
Make : FUSO \*\*\* AS PER INSURANCE COMMISSION'S MEMO  
Motor Number : 4D3D-126942 CIRCULAR IMC NO. 4-2006 DATED  
Plate Number : GXA532 JULY 26, 2006, THE LIMIT OF LIABILITY

**SECTION II**

IV Title Number : 074400000082032  
A. THIRD PARTY LIABILITY : 120SEKJX1 Php 100,000.00  
B. PASSENGER LIABILITY : Php 100,000.00

**LIMITS OF LIABILITY**  
SCHEDULE OF BENEFITS IS ANNEXED \*\*\*  
**PREMIUMS PAID**  
Php 1,159.80

SUBJECT TO THE SCHEDULE OF INDEMNITIES SHOWN AT THE BACK HEREOF  
This Confirmation of Insurance is evidence of the policy of Insurance required under Chapter VI-Compulsory Motor Vehicle Liability Insurance of the Insurance Code as amended by Presidential Decree No. 1814

MA. JUDENE D. TAN  
Authorized Signature

**LTFRB COPY**


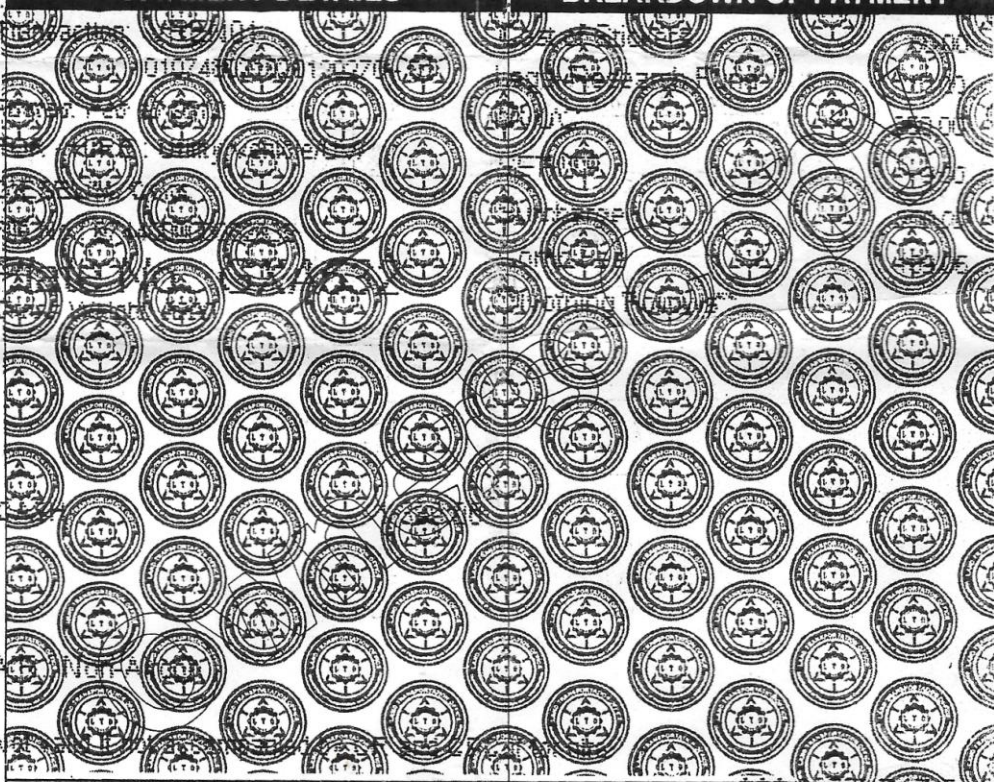

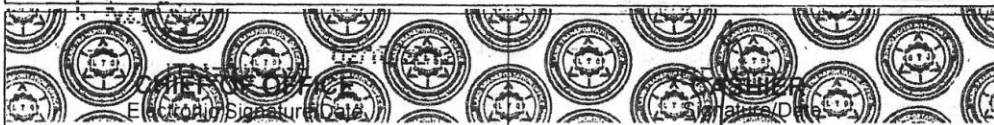
**SCHEDULE OF INDEMNITIES FOR BODILY INJURY AND/OR DEATH**

The following schedule of indemnities shall be observed in the settlement of claims for death, bodily injuries, professional fees and hospital charges for services rendered to traffic accident victims under the Compulsory Motor Vehicle Liability Insurance Coverage.

| A. DEATH INDEMNITY   |  |  |  | C. PERMANENT DISABILITY                             |  | AMOUNT        |
|--|--|--|--|---|--|---------------|
| Burial and Funeral Expenses  |  |  |  | Loss of or Loss of Use of:                          |  |               |
| Php 70,000.00  |  |  |  | Two Limbs   |  | Php 50,000.00 |
| 30,000.00  |  |  |  | Both Hands, or all fingers & both thumbs            |  | 50,000.00     |
|  |  |  |  | Both Feet   |  | 50,000.00     |
|  |  |  |  | One Hand and one foot                               |  | 50,000.00     |
|  |  |  |  | Sight of both eyes                                  |  | 50,000.00     |
|  |  |  |  | Injuries resulting in being permanently bedridden   |  | 50,000.00     |
|  |  |  |  | Any other injury causing permanent total disability |  | 50,000.00     |
|  |  |  |  | Arm at or above elbow                               |  | 20,000.00     |
|  |  |  |  | Arm between elbow and wrist                         |  | 15,000.00     |
|  |  |  |  | Hand  |  | 15,000.00     |
|  |  |  |  | Four fingers and thumb or one hand                  |  | 15,000.00     |
|  |  |  |  | Four fingers  |  | 12,000.00     |
|  |  |  |  | Leg at or above knee                                |  | 20,000.00     |
|  |  |  |  | Leg below knee                                      |  | 15,000.00     |
|  |  |  |  | One foot  |  | 15,000.00     |
|  |  |  |  | All toes of one foot                                |  | 10,000.00     |
|  |  |  |  | Thumb   |  | 8,000.00      |
|  |  |  |  | Index Finger  |  | 5,000.00      |
|  |  |  |  | Sight of one Eye                                    |  | 20,000.00     |
|  |  |  |  | Hearing - both Ears                                 |  | 30,000.00     |
|  |  |  |  | Hearing - one Ear                                   |  | 15,000.00     |
| <b>IMPORTANT NOTICE</b>  |  |  |  |   |  |               |
| The Insurance Commission, with offices in Manila, Cebu and Davao is the Government official in-charge of the faithful execution and enforcement of all laws relating to insurance and has supervision over insurance companies. He is ready at all times to render assistance in settling any controversy between an insurance company and a policyholder relating to insurance matters. |  |  |  |   |  |               |

| B. BODILY INJURED AND FRACTURES                           |  |  |  |
|---|--|--|--|
| Type of Accommodation of professional attendance expanded | Services Rendered  | Maximum Reimbursable Fees and/or Charges |  |
| 1. Hospital Rooms   | Maximum of 45 days per accident<br>Laboratory Examination fee, X-rays  | Php 500.00/day<br>2,000.00               |  |
| 2. Surgical Expenses                                      | Major Operation<br>Medium Operation<br>Minor Operation   | 7,500.00<br>5,000.00<br>1,500.00         |  |
| 3. Anaesthetologist's Fees                                | Major Operation<br>Medium Operation<br>Minor Operation   | 2,500.00<br>2,000.00<br>500.00           |  |
| 4. Operating Room   | Major Operation<br>Medium Operation<br>Minor Operation   | 1,500.00<br>1,000.00<br>500.00           |  |
| 5. Medical Expenses                                       | For daily visits of Practitioner or Specialist<br><br>The Total amount of medical expenses must not exceed<br>(For a single period of confinement) | 400.00/day<br><br>5,000.00               |  |
| 6. Drugs and Medicine                                     | Actual value of drugs and medicine used but not to exceed  | 20,000.00                                |  |
| 7. Ambulance  | Actual amount charged for ambulance transportation but not to exceed   | 1,500.00                                 |  |

## 8.5 LTO Confirmation (Tagbilaran)

|   |  |   |  |
|---|--|---|--|
|                    | Republic of the Philippines<br>DEPARTMENT OF TRANSPORTATION & COMMUNICATIONS<br><b>LAND TRANSPORTATION OFFICE</b><br>East Avenue Quezon City |   | LTO Form No. 28<br>15-000201115215923/ |
|   | Field Office: <u>Tagbilaran City District Ofc</u> Field Office Code: <u>0746</u>   |   |  |
| <b>OFFICIAL RECEIPT</b> <b>152159232</b>  |  | DATE: <u>02/10/2012</u>   |  |
| RECEIVED FROM (Last name, First name, MI)<br><b>GABRIEL AVELINO -</b>                               |  | 000-000-000-000   |  |
| ADDRESS (No., Street, City, Municipality, Province, Zip Code)<br><b>POBLACION IBABAO LOAY BOHOL</b> |  |   |  |
| <b>PAYMENT DETAILS</b>  |  | <b>BREAKDOWN OF PAYMENT</b>   |  |
|                  |  |   |  |
| <b>TOTAL AMOUNT PAID</b>  |  |  |  |
| THE SUM OF (in pesos)<br><b>One Thousand Three Hundred Eighty Nine And 06/100 Pesos Only</b>        |  |   |  |
| <b>MODE OF PAYMENT</b>  |  | <b>CASH</b>   |  |
|                 |  |   |  |

## 8.6 Driver's Licence Application



REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF TRANSPORTATION & COMMUNICATIONS  
LAND TRANSPORTATION OFFICE  
East Avenue, Quezon City  
FIELD OFFICE **LTO TAGBILARAN CITY DISTRICT OFFICE**



LTO FORM NO. 21

No. **222526183**

| INSTRUCTIONS   |              | 1 ACCOMPLISH THE FORM CORRECTLY<br>2 PRINT DATA LEGIBLY IN CAPITAL LETTERS   |             | 3 SUBMIT THIS FORM TO THE CSR/EVALUATOR TOGETHER WITH THE REQUIRED SUPPORTING DOCUMENTS  |                | APPLICATION FOR DRIVER'S LICENSE   |  |
|--|--------------|--|-------------|--|----------------|--|--|
| NAME (Family Name, First Name, Middle Name)  |              |  |             |  |                |  |  |
| PRESENT ADDRESS (No., Street, City/Municipality, Province)   |              |  |             |  |                |  |  |
| TEL NO. / CP NO.   |              |  |             | TIN  |                |  |  |
| TO BE ACCOMPLISHED BY LTO PERSONNEL ONLY   |              |  |             |  |                |  |  |
| NATIONALITY  | GENDER (F/M) | BIRTH DATE (MM/DD/YY)  | HEIGHT (cm) | WEIGHT (kg)  | LICENSE NUMBER |  |  |
| TYPE OF APPLICATION (TOA)  |              |  |             | RESTRICTION CODE   |                |  |  |
| <input type="checkbox"/> A NEW<br><input type="checkbox"/> B DELINQUENT/DORMANT<br><input type="checkbox"/> C CHANGE CLASSIFICATION<br><input type="checkbox"/> PROF TO NON-PROF<br><input type="checkbox"/> NON-PROF TO PROF<br><input type="checkbox"/> D FOREIGN LIC. CONVERSION<br><input type="checkbox"/> E RENEWAL<br><input type="checkbox"/> F ADDITIONAL RESTRICTION CODE<br><input type="checkbox"/> G DUPLICATE<br><input type="checkbox"/> H REVISION OF RECORDS<br><input type="checkbox"/> CHANGE ADDRESS |              |  |             | <input type="checkbox"/> 1 MOTORCYCLE/MOTORIZED TRICYCLES/E-BIKES (LSV) TRIKES (A-1)<br><input type="checkbox"/> 2 VEHICLES UP TO 4500 KGS. GVW (MANUAL AND AUTOMATIC CLUTCH)<br><input type="checkbox"/> 3 VEHICLES ABOVE 4500 KGS. GVW (MANUAL AND AUTOMATIC CLUTCH)<br><input type="checkbox"/> 4 AUTOMATIC CLUTCH ONLY UP TO 4500 KGS. GVW<br><input type="checkbox"/> 5 AUTOMATIC CLUTCH ONLY ABOVE 4500 KGS. GVW<br><input type="checkbox"/> 6 ARTICULATED 1600 GVW AND BELOW<br><input type="checkbox"/> 7 ARTICULATED 1601 UP TO 4500 GVW<br><input type="checkbox"/> 8 ARTICULATED 4501 GVW AND ABOVE (TRUCK - TRAILER) |                |  |  |
| TYPE OF LICENSE APPLIED FOR (TLA)  |              | DRIVING SKILL ACQUIRED OR WILL BE ACQUIRED THRU (DSA)  |             | EDUCATIONAL ATTAINMENT (EA)  |                |  |  |
| <input type="checkbox"/> 1 STUDENT PERMIT<br><input type="checkbox"/> 2 NON-PROFESSIONAL<br><input type="checkbox"/> 3 PROFESSIONAL<br><input type="checkbox"/> 4 CONDUCTOR  |              | <input type="checkbox"/> 1 DRIVING SCHOOL<br><input type="checkbox"/> 2 LICENSED PRIVATE PERSON  |             | <input type="checkbox"/> 1 INFORMAL SCHOOLING<br><input type="checkbox"/> 2 ELEMENTARY<br><input type="checkbox"/> 3 HIGH SCHOOL<br><input type="checkbox"/> 4 VOCATIONAL<br><input type="checkbox"/> 5 COLLEGE<br><input type="checkbox"/> 6 POST GRADUATE  |                |  |  |
| BLOOD TYPE   |              | ORGAN DONOR  |             | <input type="checkbox"/> YES<br><input type="checkbox"/> NO  |                |  |  |
| CIVIL STATUS (CS)  |              | HAIR   |             | EYES   |                | BUILT  |  |
| <input type="checkbox"/> 1. SINGLE<br><input type="checkbox"/> 2. MARRIED<br><input type="checkbox"/> 3. WIDOW/ER<br><input type="checkbox"/> 4. SEPARATED   |              | <input type="checkbox"/> 1. BLACK<br><input type="checkbox"/> 2. BROWN<br><input type="checkbox"/> 3. BLONDE<br><input type="checkbox"/> 4. GRAY<br><input type="checkbox"/> 5. OTHERS (Specify) |             | <input type="checkbox"/> 1. BLACK<br><input type="checkbox"/> 2. BROWN<br><input type="checkbox"/> 3. GRAY<br><input type="checkbox"/> 4. OTHERS (Specify)   |                | <input type="checkbox"/> 1. LIGHT<br><input type="checkbox"/> 2. MEDIUM<br><input type="checkbox"/> 3. HEAVY |  |
| COMPLEXION   |              | <input type="checkbox"/> 1. LIGHT<br><input type="checkbox"/> 2. FAIR<br><input type="checkbox"/> 3. DARK  |             |  |                |  |  |
| BIRTHPLACE (City/Municipality, Province)   |              |  |             |  |                |  |  |
| FATHER'S NAME (Family Name, First Name, Middle Name) indicate even if deceased   |              |  |             |  |                |  |  |
| MOTHER'S NAME (Family Name, First Name, Middle Name) indicate even if deceased   |              |  |             |  |                |  |  |
| SPOUSE NAME (Family Name, First Name, Middle Name) indicate even if deceased   |              |  |             |  |                |  |  |
| EMPLOYER'S BUSINESS NAME   |              |  |             | TEL. NO.   |                |  |  |
| EMPLOYER'S BUSINESS ADDRESS  |              |  |             |  |                |  |  |
| FILL THIS UP ONLY IF YOUR NAME ABOVE IS DIFFERENT FROM YOUR NAME IN PREVIOUS LICENSE   |              |  |             | PREVIOUS NAME (Family Name, First Name, Middle Name)   |                |  |  |
| THIS IS TO CERTIFY THAT THE INFORMATION I HAVE GIVEN IS TRUE AND CORRECT.  |              |  |             | SIGNATURE OF APPLICANT   |                |  |  |
|  |              |  |             | COMPUTATION OF FEES<br>APPLICATION FEE<br>COMPUTER FEE<br>TOTAL<br>LICENSE FEE<br>ADDITIONAL RESTRICTION CODE<br>CHANGE CLASSIFICATION<br>REVISION OF RECORDS<br>COMPUTER FEE<br>OTHERS (SPECIFY)<br>TOTAL   |                |  |  |
|  |              |  |             | AMOUNT<br>₱<br>₱<br>₱<br>₱<br>₱<br>₱<br>₱<br>₱   |                |  |  |
| THIS IS TO CERTIFY THAT I HAVE CAREFULLY EVALUATED THIS APPLICATION INCLUDING THE SUPPORTING DOCUMENTS   |              |  |             |  |                |  |  |
| <b>DENNIS A. GUTAS</b><br><b>OL EVALUATOR</b><br>PRINT NAME/SIGNATURE  |              |  |             |  |                |  |  |

## ROAD TEST SCORE SHEET

INSTRUCTIONS: AN APPLICANT HAS 100 POINTS AT THE START OF THIS TEST. A NUMBER OF POINTS IS DEDUCTED FOR ERRORS COMMITTED. PASSING SCORE IS 70. THE TEST WILL IMMEDIATELY BE DISCONTINUED AND COUNTED AS FAILURE UNDER THE FOLLOWING CONDITIONS.

1. STRIKING ANOTHER CAR
2. STRIKING A PEDESTRIAN
3. STRIKING ANY FIXED OBJECT

4. IMPROPER ACTION CAUSING COLLISION OR NEAR COLLISION OF OTHER VEHICLE

|  |             |                                    |  | MAKE & TYPE OF MOTOR VEHICLE USED |                  |   |                  |         |                  |         |       |
|--|-------------|------------------------------------|--|-----------------------------------|------------------|---|------------------|---------|------------------|---------|-------|
|  |             |                                    |  | TOTAL POINTS                      | EQUIV. WEIGHT    | DEMERIT   | TOTAL            | DEMERIT | TOTAL            | DEMERIT | TOTAL |
| <b>1. PRE DRIVING CHECK UP</b>                             |             |                                    |  | <b>10</b>                         |                  |   |                  |         |                  |         |       |
| 1.1 CHECK TIRES AND BATTERIES                              |             |                                    |  |                                   | 2                |   |                  |         |                  |         |       |
| 1.2 CHECK/CLEAN/ADJUST MIRRORS, LIGHT AND WINDSHIELD WIPER |             |                                    |  |                                   | 2                |   |                  |         |                  |         |       |
| 1.3 USE OF SEATBELT/HELMET                                 |             |                                    |  |                                   | 2                |   |                  |         |                  |         |       |
| 1.4 CHECK HAND AND FOOT BRAKE                              |             |                                    |  |                                   | 2                |   |                  |         |                  |         |       |
| 1.5 DISENGAGE CLUTCH WHEN STARTING ENGINE                  |             |                                    |  |                                   | 2                |   |                  |         |                  |         |       |
| <b>2. DRIVING SKILLS</b>                                   |             |                                    |  | <b>50</b>                         |                  |   |                  |         |                  |         |       |
| 2.1 STEERING   | 2.1.1       | POSITION OF HANDS                  |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.1.2       | SMOOTHNESS                         |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.1.3       | TWO HAND GRIP                      |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.1.4       | OVER STEERING                      |  | 2                                 |                  |   |                  |         |                  |         |       |
| 2.2 ENGINE CONTROL   | 2.2.1       | USE OF GEAR                        |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.2.2       | CHOOSE OF GEARS                    |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.2.3       | USE OF CLUTCH                      |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.2.4       | USE OF ACCELERATOR                 |  | 2                                 |                  |   |                  |         |                  |         |       |
| 2.3 USE OF BRAKES  | 2.3.1       | APPLY BRAKES SMOOTHLY              |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 2.3.2       | REACTIONS TO HAZARDS               |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 2.3.3       | VEHICLE TURNING                    |  | 3                                 |                  |   |                  |         |                  |         |       |
| 2.4 SPEED CONTROL  | 2.4.1       | OBSERVE SPEED LIMIT                |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 2.4.2       | NEEDLESS STOPS                     |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.4.3       | OBSERVANCE TO TRAFFIC RULES        |  | 4                                 |                  |   |                  |         |                  |         |       |
| 2.5 TURNING LEFT, TURNING RIGHT AND U-TURN                 | 2.5.1       | TAKES PROPER LANE                  |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.5.2       | SIGNAL INTENTION                   |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.5.3       | USE OF HAND AND LIGHT SIGNAL       |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.5.4       | SWINGS TOO WIDE AND CUTS TOO SHORT |  | 4                                 |                  |   |                  |         |                  |         |       |
| 2.6 BACKING  | 2.6.1       | NUMBER OF ATTEMPTS                 |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 2.6.2       | CONTROL OF VEHICLE/TRAILER         |  | 2                                 |                  |   |                  |         |                  |         |       |
| 2.7 PARKING  | 2.7.1       | NO. OF ATTEMPTS                    |  | 2                                 |                  |   |                  |         |                  |         |       |
|  |             |                                    |  |                                   |                  |   |                  |         |                  |         |       |
| <b>3. OBSERVANCE TO TRAFFIC RULES</b>                      |             |                                    |  | <b>40</b>                         |                  |   |                  |         |                  |         |       |
| 3.1 RIGHT OF WAY TO OTHER VEHICLES                         | 3.1.1       | WHILE APPROACHING INTERSECTION     |  | 5                                 |                  |   |                  |         |                  |         |       |
|  | 3.1.2       | IN CHANGING LANES                  |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 3.1.3       | IN PASSING/BEING PASSED            |  | 3                                 |                  |   |                  |         |                  |         |       |
| 3.2 STOP LIGHTS/SIGNALS & OTHERS                           | 3.2.1       | OBEY TRAFFIC SIGNS                 |  | 4                                 |                  |   |                  |         |                  |         |       |
|  | 3.2.2       | POSITION AFTER STOPPING            |  | 4                                 |                  |   |                  |         |                  |         |       |
|  | 3.2.3       | MAKING FULL STOP WHEN NECESSARY    |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 3.2.4       | ANTICIPATING BEFORE SIGNAL CHANGES |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 3.2.5       | EXERCISE DUE CARE FOR PEDESTRIAN   |  | 3                                 |                  |   |                  |         |                  |         |       |
| 3.3 RIGHT OF WAY   | 3.3.5       | FOR OTHER VEHICLES                 |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 3.3.5       | FOR PEDESTRIAN                     |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 3.3.5       | FOR EMERGENCY                      |  | 3                                 |                  |   |                  |         |                  |         |       |
|  | 3.3.5       | YIELDING OF RIGHT OF WAY           |  | 2                                 |                  |   |                  |         |                  |         |       |
|  | 3.3.5       | FOR BICYCLIST                      |  | 2                                 |                  |   |                  |         |                  |         |       |
| <b>TOTAL</b>   |             |                                    |  | <b>100</b>                        | <b>100</b>       |   |                  |         |                  |         |       |
| <b>DRIVING SKILLS RATER</b>                                | <b>DATE</b> | <b>CHIEF PRACTICAL EXAMINER</b>    |  |                                   | <b>PLATE NO.</b> |   | <b>PLATE NO.</b> |         | <b>PLATE NO.</b> |         |       |
| PRINT NAME/SIGNATURE                                       |             | PRINT NAME/SIGNATURE               |  |                                   |                  |   |                  |         |                  |         |       |
| <b>COMMENTS / RECOMMENDATION</b>                           |             |                                    |  | <b>RECOMMENDED RC/S</b>           |                  | <b>APPROVED / DISAPPROVED</b><br>HEAD OF LICENSING CENTER |                  |         |                  |         |       |
|  |             |                                    |  |                                   |                  |   |                  |         |                  |         |       |
|  |             |                                    |  |                                   |                  | PRINT NAME/SIGNATURE                                      |                  |         |                  |         |       |