

Awareness on RA 10586 (Anti-Drunk and Drugged Driving Act of 2013)

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Abstract - *The impact of drunk and drugged driving may affect one's life in least that he may be aware of. Driving under the influence of any of these is commonly concurring to a traffic violation or accident. This research entitled Awareness on RA 10586 (Anti-Drunk and Drugged Driving Act of 2013) aimed to determine the knowledge of drivers, and law enforcers and its deputized agency unit provisions and if significant difference exists on their level of awareness. The researchers used the descriptive type of research and gathered data through self-made questionnaire. Participants were purposely selected comprised of ten TDRO's, ten police officers as the first group and twenty of both PUV drivers, and private vehicle owner/drivers in Batangas City as the second group. It revealed that both groups were less aware of the provisions of RA 10586 particularly on the provision that LTO deputized PNP, MMDA, city/LGUs Traffic enforcement officers of the provisions. Based on this, the researchers recommended that BPPO may require PNP officers to undergo awareness seminar on RA 10586 and other government authorities especially the LTO to instill awareness to the community, especially the drivers.*

Keywords: *RA 10586, Anti-Drunk and Drugged Driving Act of 2013, Awareness*

INTRODUCTION

The consumption of alcohol, illicit drugs and medicines influences cognitive and motor skills relevant for safe driving and thereby can alter fitness to drive. Driving under the influence of any of these is commonly concurring to a traffic violation or accident. Almost all nations all over the world are beset with this

problem. Its magnitude of accidents and mishaps resulting while driving under the influence of intoxicating agents is on the rise.

In Australia, 89.7 percent of its recorded accidents were due to DUI. Prevalent substances were alcohol, cannabis, benzodiazepines, and methamphetamine. Victims are otherwise dead or severely injured depending on speed and amount of impact. This report however does not emphasize on the effects of drug on driving.

The most common instance of driver apprehension wherein the involved driver is under the influence of drugs occurs during Christmas and Holy Week. A report from Inquirer.net (2013) state A speeding car, carrying a group of friends, crashed into a concrete wall and left four people dead and one badly injured in Tagaytay City in Cavite on Christmas Day. Witness stated that the car screeched as it ran too fast. It was found out further that the passengers as well as the driver was intoxicated.

According to the interview conducted by the researchers with a Traffic Development and Regulatory Office (TDRO), they experienced 3-4 minor vehicular accidents in a day. During this instances, 2 out of 4 drivers involved in a mishap are either sober or drunk. In Batangas City area, which is composed of busy streets especially before and after office hours, they commonly experience incidence of minor accident along Don Ramos St, in Kumintang Ibaba Batangas City. This was mainly because of the location of SM, which is also the route used by trucks proceeding to Ilijan, Tabangao and Lafarge Fortune.

To countermeasure this road dilemma, 1991 Local Government Code gave local government units the power to implement their own traffic management systems, examples of which are the Makati Traffic Code (City Ordinance 2003-89) and the City Ordinance 2005-039 of Caloocan City. Under these ordinances, drunk drivers are penalized with a paltry P2,500 fine, imprisonment or both. Likewise, the nation has existing police which is RA 4136 (Land Transportation Code of the Philippines).

Recently, House of Representatives adopted Senate Bill Number 3365 as an amendment to House Bill Number 4251 on January 29, 2013, This law filed before the Senate on December 11, 2012 by Sotto III, Trillanes, Ejercito-Estrada, Lapid, Villar, Revilla, Marcos, Honasan, making it Senate Bill 3365 of the 15th

Congress. On May 27, 2013, it was enacted as Republic Act 10586, otherwise known as “An Act Penalizing Persons Driving under the Influence of Alcohol, Dangerous Drugs and other Similar Substances,” which penalizes persons who operate motor vehicles while under the influence of alcohol and/or dangerous drugs. This law incorporates the provisions of RA 9165 (Comprehensive Dangerous Drugs Act of 2002) and RA 4136.

Being convicted of driving under the influence can also impact your life in ways you may not be aware of including loss of employment, prevention of employment in certain jobs, higher insurance rates, serious financial setbacks, personal and family embarrassment, and having that conviction on your driving records for years—if not forever. Implementing this law however may not guarantee that the number of accidents involving drunk and drugged drivers will be lessened unless the law is properly disseminated to community and properly enforced, by delegated authorities.

With the prevalence of accidents involving drivers under influence of alcohol and other substances, the researchers were prompted to pursue this study. This will determine the level of awareness of drivers to the provisions of standing law, thus an action plan may be suggested if result may imply.

OBJECTIVES OF THE STUDY

The study entitled “Awareness on R.A. 10586 (Anti -Drunk and Drugged Driving Act of 2013) aims to determine the awareness of commuters, drivers and law enforcers on R.A. 10586. Specifically, it aimed to determine the awareness of respondents on the provisions of RA 10856; and to determine if there is significant difference in the responses of the two groups of respondents on their awareness to the provisions of RA 10586; and propose Action Plan based on the result of the study.

METHODS

Research Design

This study used the descriptive type of research. This was used to describe characteristics of a population or phenomenon of being study. Descriptive research answers the question about

how/when/why the characteristics occurred. The characteristics describe the situation or population are usually some kind of categorical scheme also known as descriptive categories.

Participants

The study used purposive sampling in choosing the respondents since the study are concerned on those who are directly affected about the provision. The participants of the study were composed of two groups of respondents including ten (10) TDRO or (Transportation Development and Regulatory Office), ten (10) PNP members (Philippine National Police) as the first group and twenty (20) PUV drivers, and (20) private vehicle owner/drivers as the second groups in Batangas City.

Instruments

This research used a questionnaire as their instrument to gather information and data. The researchers conducted some interview to inquire about the information needed to the research. Part I of the questionnaire contained the profile of the respondents as to their age, gender, educational attainment, nature of work and civil status. Part II contain items about the awareness of the participants to the provision of R.A. 10586. A fourth-point liker scale used to interpret the responses on the level of awareness of the respondents.

Procedure

This research was conceptualized by the researchers group through the help of their adviser. The researchers also used library reference materials such as books, journal and electronic reference to complete the literature needed for the study. Interview was also conducted to obtain additional information. The respondents were informed regarding the purpose of the study and assured that the information provided will be treated with utmost confidentiality and their anonymity as participants will not be disclosed. Only those respondents who are willing to participate in the study were given the questionnaires.

Data Analysis

The needed data used tallied, encoded and interpret using different statistical tools. This include weighted mean and Analysis of Variance (ANOVA) which were used based of the objectives of the study.

RESULTS AND DISCUSSION

**Table 1
Awareness on the Provisions of RA 10856**

Indicators	PNP		TDRO		PUJ Drivers		Private Vehicle Drivers		Over-all	
	WM	VI	WM	VI	WM	VI	WM	VI	WM	VI
1. Every applicant for a motor vehicle driver's license shall complete a course of instruction that provides information on safe driving.	1.70	LA	1.70	L A	1.20	NA	1.30	NA	1.48	NA
2. For professional drivers, every applicant for a driver's license or those applying for renewal thereof shall undergo the driver's education.	1.80	LA	1.80	L A	2.10	LA	1.50	LA	1.80	LA
3. Indication and manifestation of DUI includes over speeding, weaving, lane straddling, sudden stops, swerving, poor coordination or the evident smell of alcohol in a person's breath or signs of use of dangerous drugs and other similar substances.	1.80	LA	1.50	L A	1.50	LA	1.80	LA	1.65	LA
4. Law enforcement officers and deputized local traffic enforcement officers (TMG and TDRO) shall be responsible in implementing conduct of field sobriety chemical and confirmatory test.	1.70	LA	1.80	L A	2.00	LA	2.20	LA	1.93	LA
5. A driver of a motor vehicle involved in a vehicular accident resulting in the loss of human life or physical injuries shall be subjected to chemical tests.	1.70	LA	1.20	N A	2.10	LA	1.70	LA	1.68	LA

6. A driver of a motor vehicle who refuses to undergo the mandatory field sobriety and drug tests be penalized by the confiscation and automatic revocation of his or her driver's license.	1.80	LA	1.80	L A	2.00	LA	1.70	LA	1.83	LA
7. The LTO deputizes traffic enforcement officers of the PNP, the Metropolitan Manila Development Authority (MMDA) and cities and municipalities in order to enforce the provisions.	1.90	LA	1.60	L A	1.40	NA	1.70	LA	1.65	LA
8. Three (3) months imprisonment, and a fine ranging from Twenty thousand pesos (Php20,000.00) to Eighty thousand pesos (Php80,000.00) if it did not result in physical injury or homicide.	2.10	LA	2.20	L A	2.60	LA	3.00	A	2.48	LA
9. If it resulted to physical injury, the penalty provided in Article 263 of the Revised Penal Code or the penalty provided in the next preceding subparagraph, whichever is higher, and a fine ranging from One hundred thousand pesos (Php100,000.00) to Two hundred thousand pesos (Php200,000.00) shall be imposed.	1.80	LA	2.40	L A	2.00	LA	1.90	LA	2.03	LA
10. It resulted in homicide, the penalty provided in Article 249 of the Revised Penal Code and a fine ranging from Three hundred thousand pesos (Php300,000.00) to Five hundred thousand pesos (Php500,000.00) shall be imposed.	2.20	LA	1.90	L A	2.10	LA	2.20	LA	2.10	LA
11. The owner and/or operator of the vehicle driven by the offender shall be directly and principally held liable.	1.60	LA	1.70	L A	1.60	LA	1.90	LA	1.70	LA

12. The professional driver's license of any person found to have violated Section 5 of this Act shall also be confiscated and perpetually revoked for the first conviction.	1.70	LA	2.20	L A	1.90	LA	2.10	LA	1.98	LA
13. The perpetual revocation of a driver's license shall disqualify the person from being granted any kind of driver's license thereafter. Composite Mean	1.70	LA	2.20	L A	1.70	LA	1.80	LA	1.85	LA
Composite Mean	1.81	LA	1.85	L A	1.86	LA	1.91	LA	1.86	LA

Legend: 3.50 – 4.00 = Highly Aware; 2.50 – 3.49 = Aware; 1.50 – 2.49 = Less Aware; 1.00 – 1.49 = Not Aware

Table 1 show the responses of the four groups of respondents based on their level of awareness to the provision of RA 10586. Based on the responses of the PNP, the provision which if the accident resulted to homicide, the penalty provided in Article 249 of the Revised Penal Code and a fine ranging from Three hundred thousand pesos (Php300,000.00) to Five hundred thousand pesos (Php500,000.00) shall be imposed obtained highest weighted mean of 2.20 followed by provision which stated that three month imprisonment and a fine ranging from Twenty thousand pesos (Php20,000.00) to Eighty thousand pesos (Php80,000.00) if it did not result in physical injury or homicide, with a 2.10 and third on the rank is that the LTO deputizes traffic enforcement officers of the PNP, the Metropolitan Manila Development Authority (MMDA) and cities and municipalities in order to enforce the provisions with weighted, mean of 1.90. This shows that the police officers are more concerned with the possible penalty that maybe imposed to a person when found guilty of DUI. In addition, the personal contact of the police officers to drivers, are less due to the deputation of traffic officers under municipal government. Their stay on the streets, were mainly due to conduct and supervise mobile checkpoints, patrolling and traffic supervision, TDRO's who were deputized were those who are in-charge of actual conduct traffic on streets. On the other hand, the items which obtained lowest mean were every applicant for a motor vehicle driver's license shall complete a course of instruction that provides information on safe driving with weighted mean of 1.70

and the owner and/or operator of the vehicle driven by the offender shall be directly and principally held liable obtained weighted mean of 1.60. This shows that police officers were less aware that driver license applicant need to complete a safety driving course due to its absence or lack of internalization in reality. Also, the implementation of field and chemical tests when a person involved in a road accident is suspected of DUI due to lack of equipment and proper training.

Awareness of the penalty when the accident resulted to physical injury obtained the highest weighted mean of 2.40 followed by awareness of the penalty of confiscation and perpetual revocation of the driver's license for the first conviction and awareness of the penalty provided in Art. 263 of the Revised Penal Code both at 2.20 weighted mean.

Awareness of the need to the subject a driver of motor vehicle, involved in a vehicular accident resulted in the loss of human life, a physical injuries obtained the lowest weighted mean of 1.20. The second lowest weighted mean of 1.50 was obtained by the TDRO's awareness of the different indications and manifestation of DUI. The third lowest weighted mean of 1.60 was obtained by the group's awareness of the LTO's deputation of the authorities to enforce the provision of Art. 249.

One of the groups which are deputized to implement the penalties provided by this law is the TDRO's, so that it is natural for them to be aware of the penalties imposed on drivers involved in traffic accidents resulting in physical injury or homicide. It may also be due to the reasonableness of the provision to prevent erring drivers from plying the streets to prevent further accidents. The first thing that they ask for a driver suspected of committing a traffic offense is his driver's license. This high level of awareness in this particular variable among TDRO's may serve as a deterrent to DUI.

Among the PUJ drivers, awareness of the penalty of a three (3) month imprisonment or a fine ranging from Php20,000 to Php80,000 if the accident did not result in physical injury or homicide is the highest at a weighted mean of 2.60. This followed by their awareness of the penalty provided in Art. 249 of the Revised Penal Code if the accident resulted in homicide and their awareness of the need to subject the driver involved in a vehicular

accident resulted in homicide or physical injuries, both at a weighted mean of 2.10.

Lowest at weighted mean of 1.20 in the group's awareness that every applicant for a license to drive a motor vehicle is required to complete a course of information of safe driving. The second lowest level of awareness in that LTO may deputize traffic enforcement officer of the traffic enforcement authorities like the PNP, MMDA, and city and municipal governments to enforce the provisions of Art. 249. The third lowest level of awareness involves indications and manifestation brought about by DUI due to alcohol and drugs.

The PUJ drivers were found to have the level of awareness on the penalties imposed on them, whether or not the accident resulted in physical or homicide. This may be explained by the driver's realization that their livelihood will be greatly affected if they will get involved in DUI.

Private vehicle drivers have the highest level of awareness of 3.00 with the penalty for DUI which did not result in physical injury or homicide. The next highest level of awareness of 2.20 was seen among their group in the responsibility of law enforcement traffic officer in implementation of conduct of field sobriety chemical and sobriety test. The same level of awareness (2.20) was observe in the same study group in the penalty provided in Art. 249 of the Revised Penal Code imposed on the driver, if the accident, result in homicide. The lowest level of awareness in this study group was observed in the requirements for the driver's license applicant to complete a course for safe driving. The second lowest level of awareness was observed in requirement to undergo driver's education for professional drivers both in applying for a driver's license and driver's license renewal. The third lowest level of awareness in the private vehicle drivers was seen in the requirement to subject a driver involved in a vehicular accident resulting in death or physical injuries to chemical test (1.60)

The private driver's group was also found be most aware of the same variable and this may be explained by their realization that on DUI charge will have a major effect on his life and that of his family according the expenses and all the troubles he has to face as a result of the accident.

Summarizing the information in Table 1, it maybe observes that the highest level of awareness group may be attributed to the penalty of 3 months' imprisonment and a fine ranging from Php20,000 to Php80,000 if the accident resulted in physical injury or homicide, this was observe in the PUJ and private vehicle drivers. The second highest level of awareness of a weighted mean of 2.10 was observed in the penalty as provided in Art. 249 of the Revised Penal Code and a fine ranging from Php200,000 to Php500,000 imposed on the errant driver. The third highest level of awareness was observed in the penalty of 3 months imprisonment and a fine ranging Php100,000 to Php200,000 if the accident resulted in physical injury only. It is quite apparent the highest level of awareness in the penalties for DUI's whether may result to homicide or physical injury.

The lowest level of awareness of 1.48 in the whole study group is in the imposition of perpetual revocation of a driver's license which will result to the disqualification of the driver from by granted any kind of driver's license. The second lowest level of the awareness of 1.65 seen in the indication and manifestation of DUI among the groups included the study.

The deputation of traffic enforcement officers of the PNP, MMDA, and cities and municipalities to enforce the provision of Article of Revised Penal Code applicable to DUI accounts for the same level of awareness as the immediately preceding observation.

Table 2. Difference of Responses on the Awareness on the Provisions of RA 10586

Group	N	Mean	F-value	p-value	Interpretation
PNP	10	1.81			
TDRO	10	1.734			
PUJ Drivers	10	1.86	0.297	0.827	Not Significant
Private Vehicle Drivers	10	1.91			

Legend: Significant at p-value < 0.05

Table 2 shows that based from the result, there was no significant difference on the level of awareness on RA 10856 between each group since the obtained p-value of 0.827 is greater than 0.05 alpha level, thus the researchers fail to reject the null hypothesis. This means that the respondents' have the same level of awareness on the provision. This was observed from their responses that all of them are less aware on the provision.

Table 3. Proposed Action Plan to Improve Awareness on RA 10586

Key Result Area	Proposed Strategies	Persons Involved/ Responsible	Target Date of Implementation
Applicants of driver's license shall have completed course of instruction on safe driving or undergone driver's education including provisions of RA 10586	<ul style="list-style-type: none"> • A safety driving seminar or driver education may be scheduled separately that prospective applicants may attend before applying for any license • Certificate of attendance to a safety driving seminar or driver education maybe required to applicants of any driver's license 	<ul style="list-style-type: none"> • LTO • Driving school/ academy 	June 2017
Identify and determine the persons manifestation of driving under influence of substance or alcohol	<ul style="list-style-type: none"> • The local government with the assistance of PNP may sponsor training or awareness seminar to identify persons driving under the influence of substance or alcohol as well as proper handling of person caught of DUI 	<ul style="list-style-type: none"> • LGU • PNP 	June 2017
Identify the proper law enforcement procedure in handling the persons caught of DUI	<ul style="list-style-type: none"> • Local TV advertisement maybe aired focusing on DUI, its effects and legal responsibilities involved 	<ul style="list-style-type: none"> • LTO 	June 2017

<p>Identify persons driving under the influence of substance and alcohol as well as the law enforcement procedure in handling persons caught of DUI</p>	<ul style="list-style-type: none"> • The local government with the assistance of the PNP may sponsor training or awareness seminar focusing on identification of persons under DUI as well as the procedure involved in handling these cases • For the community awareness, TV advertisement may be aired focusing on DUI, its effect and legal responsibilities involved 	<ul style="list-style-type: none"> • LGU • PNP 	<p>June 2017</p>
<p>Determined the liabilities of persons involved and the penalty provided when a driver was caught of DUI.</p>	<ul style="list-style-type: none"> • As a part of safety driving seminar for license applicants, liabilities and penalties involved when caught of DUI may be given emphasis to serve also as deterrence for them • An advertisement may be aired for public viewing and/or municipal social networking account may spear head sharing an advertisement to its links and connection for nude dissemination • LGU with the help of PNP-PCR may tandem in meeting up with the Brgy. Chairs for the conduct of seminar, posters and pamphlets distribution on grass root level 	<ul style="list-style-type: none"> • LTO 	<p>June 2017</p>
<p>Identify the violations that may result to revocation of license</p>	<ul style="list-style-type: none"> • On the seminar to be conducted by proper authorities with the Brgy. Chairs and grass root communities may emphasize the violations resulting to revocation of license apart from imprisonment to serve as deterrence to them 	<ul style="list-style-type: none"> • Brgy. Officials 	<p>June 2017</p>
<p>Identify the proper authorities deputized with the enforcement of the provisions</p>	<ul style="list-style-type: none"> • A memorandum order may be distribution by PNP from higher level down to the municipal levels to stress and compel involvement and responsibility of the officers in implementing RA 10586's provisions • For the community information, a caricature or drawing on posters to be distributed may be considered to show the people deputized with the implementation of RA 10586 instead of only a list 	<ul style="list-style-type: none"> • PNP • LTO 	<p>June 2017</p>

CONCLUSIONS

All of the groups are less aware of RA 10586. The responses of the two groups of participants based on their awareness to the provision of RA 10586, do not have significant difference.

RECOMMENDATIONS

The Batangas Police Provincial Office may summon PNP officers from various municipal station to undergo awareness seminar on RA 10586. The LGU specifically the traffic division, with the assistance of PNP shall conduct same seminar for the TDROs. Provide posters or pamphlets for the driver's information. Use social networking sites to disseminate information.

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