

## **BIBLIOGRAPHY**

ARNOLD B. COLINANG. APRIL 2005. Earning Variability of Jeepney Operators and Drivers Plying La Trinidad to Baguio City, Benguet State University, La Trinidad, Benguet.

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## **ABSTRACT**

This study was conducted to determine the variability in the earnings of the operators and drivers plying the routes of Baguio City to La Trinidad as well as the income and expenses, sharing arrangements used by the operator and drivers.

The findings showed that the operators and drivers at the same time had a higher earnings compared to the plain drivers. Also between Magsaysay and Bokawkan groups showed that those bound on Bokawkan road earns higher income. It also showed that Buyagan route has the highest earnings and Balili and Trinidad route shared the lowest. Weekdays are the days when high income is earned while in weekends, it declines.

The finding further showed that almost all of the drivers prefer boundary income sharing agreement with their operator. In terms of repair and maintenance, all of them answered that it is the operator who takes care of it, as most of them render only labor as contribution for repair and maintenance.

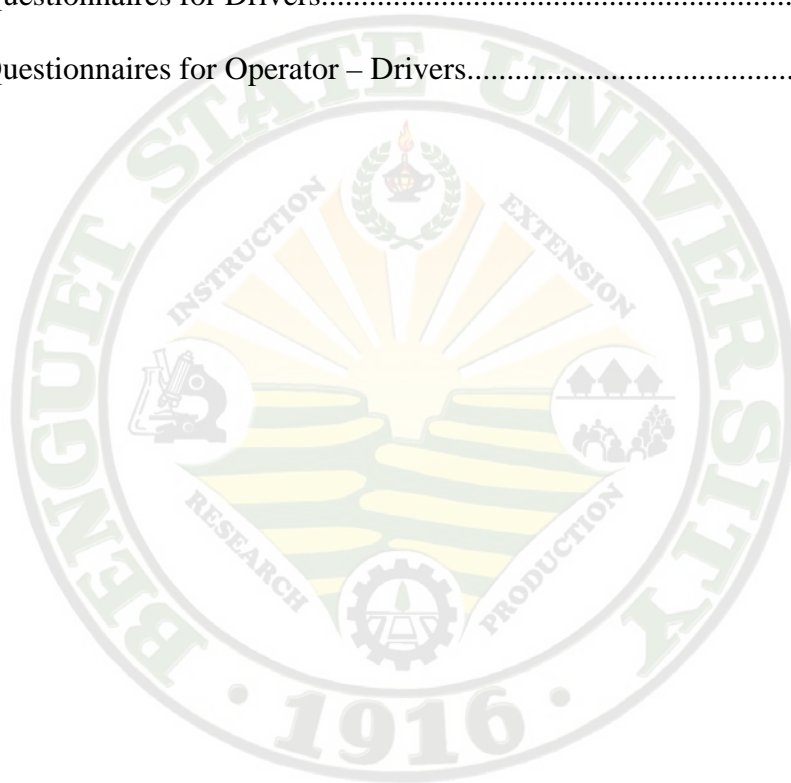
The common problems of the drivers were delinquent passengers, reckless drivers, heavy traffic, and high price of diesel.

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## INTRODUCTION

### Rationale of the Study

We cannot deny the fact that our number one means of land transport are the PUV's particularly the jeepneys. Passenger jeepney is a product of an innovative mind of the Filipinos modeled from the American jeep leftovers used in World War II. From then on it is used as a primary public transport from rural to urban or sub-urban areas in the Philippines.

Jeepney operation can be classified in two (2) operation activities; one(1), the operator/driver operation where the operator as an owner is the driver of his own unit, and two(2) is the operator and driver relationship where the operator as an employer to the driver with an agreement of the so called "boundary."

Jeepney operation under legal basis is organized through the location they are operating. With organization they have, they follow a certain route of operation. This routes travel most from five (5) to seven (7) kilometers.

In La Trinidad, almost all of the barangays have a jeepney organization operating in it. They have different routes but the same destination, Baguio City, located three (3) kilometers in the north. Baguio City has two end points for land transportations coming from La Trinidad, Magsaysay and Bokawkan road. This study was conducted to know the income and expenditure of the operators and drivers operating in La Trinidad to Baguio City.



### Statement of the Problem

1. What is the prevailing practice employed by operators in terms of income and expense sharing with their drivers?
2. What is the earning variability of jeepney operators and drivers plying La Trinidad to Baguio City?
3. What is the income and expense of jeepney operators and drivers plying La Trinidad to Baguio City?

### Objectives of the Study

This study was conducted with the following objectives:

1. To identify the prevailing practice employed by operators in terms of income sharing between operators and drivers.
2. To determine the earning variability of jeepney operators and drivers plying La Trinidad to Baguio City.
3. To determine the income and expense of jeepney operators and drivers plying La Trinidad to Baguio City.

### Importance of the Study

The importance of this study is to know the earnings of jeepney operators plying in different routes of La Trinidad to Baguio City. This would also determine whether their income is worth the daily expense they also expend from daily operation. It would also show what route is most prominent for operation.



### Scope and Delimitation of the Study

The research was concentrated on the passenger jeepneys plying La Trinidad to Baguio City where it included Magsaysay Group and Bokawkan Group. Further, it only included the following routes: Baguio – Tomay, Baguio – Trinidad, Baguio – Buyagan, and Baguio – Balili.



## REVIEW OF RELATED LITERATURE

The jeepney, a longer version of the World War II army jeep, is the most common and cheapest way to travel. Traffic in the cities is a mess because there are now too many jeepneys going back and forth to Baguio City from the different barangays of La Trinidad. The drivers leave in and out of traffic as they carry twenty to thirty people on their uniquely decorated jeepneys. If one of the passengers wishes to get off, the only way the driver will stop is if the passenger says “para”, knocks on the top of the jeepney or hisses. (Picture page in the Philippines)

Jeepney operation consists of two distinct transport activities, that of the operator and that of the jeepney driver. The participation of the operator is assumed to be a part of the organized sector while the jeepney driver belongs to the informal sector. The operators gross is the rental of the transport unit, which is referred to as the “boundary.” The corresponding intermediate costs included maintenance of the unit and insurance cost. On the driver side, gross output is equal to the gross income he earns net of the “boundary” he pays to the operator. The major part of his intermediate consumption is fuel consumption. (Romulo A. Virola and Sylvia M. Perio, NSCB Philippines, 1999)

Since the 1940's, the prominent form of Filipino locomotion has been the jeepney. Originally, jeepneys were American military surplus jeeps that were retrofitted to handle up to 20 passengers. Their decoration has developed into high art and jeepneys have occupied a place in the national psyche that is difficult to adequately describe. Every tourist is recommended a few jeepney rides, just so he'll experience some of the nuances familiar to average Filipino – such sayings printed on the jeepney that appear on the surface to be





inspired by religious reverence, but involve double meanings. Jeepney travel is also good way to learn basic tagalog, like “bayad” (payment) or “para pare” (stop here, friend) and the seemingly inexplicable “bababa ba?” (is anyone stopping here?). What better way to gauge the value of a peso than with a jeepney ride? Drawbacks for this mode among tourists are mostly connected to comfort, but seldom can one finds a more convenient mode of transit. In most places, jeepneys run often and get you where you need to go. There are some areas like Metro Manila where jeepney travel is either curtailed or not good idea, but if you have the pleasure of spending time in the province, you will surely rely on them daily. (Bayani Magazine, April 1999)

On land, the most common form or transportation is the jeepney – the King of the Road! This hardworking vehicle has been the backbone of public transport for many decades. Many forms and means of passenger vehicle came by but nothing has endured the challenges of the times like the jeepney.



### Definition of Terms

The following terms are used in the study:

Barker – Also known as dispatchers; this refers to those who call out for passengers.

Boundary – It refers to the rental of the jeepney from the driver.

Diesel – It refers to the refined crude oil used to run the jeepney through its engine.

Drivers – This refers to the one who rents the jeepney from the operator.

Fare – It refers to the payments for the ride in the jeepney.

Gasoline – It refers to the made up of molecules composed of nothing hydrogen and Carbon arranged in chains.

Jeepney – It refers to the public utility vehicle (PUV).

Operator – It refers to the one who owns a unit under his registered name on the concern agency.

Operator/Driver – It refers to the one who owns a unit under his registered name on the concern agency and drives it himself.

Passengers – This refers to the public customers who ride in the jeepney.

Route – This refers to the road of operation.



## **METHODOLOGY**

### Locale and Time of the Study

The research was conducted in Baguio City and La Trinidad, Benguet, in January 2005.

### Respondents of the Study

The respondents of the study were jeepney operator/driver and drivers taken on random basis. There were 16 respondents, 8 operator/drivers and 8 drivers on each of the routes of Baguio – Tomay, Baguio – Trinidad, and Baguio Buyagan on both Magsaysay and Bokawkan road trips. This summed up to 96. There were also 6 respondents, 3 operator/drivers and 3 drivers for Baguio – Balili route through Magsaysay road. All in all, the total of respondents for the study is 102 operator/drivers and drivers.

### Data Collection

The research instrument used was constructed interview schedule. The interview schedule was used to gather related information. The data for the research were collected from December 2004 to January 2005.

### Data Analysis

The data gathered from the respondents were tabulated, consolidated, categorized, and interpreted according to the objectives of the study.



## RESULTS AND DISCUSSION

### General Information of the Respondents

This section presents the general characteristics of the respondents as to age, educational attainment, general status, and number of household members. The respondents were divided into operator – drivers and drivers. They were further grouped through their routes plying in. Magsaysay group, for those plying Baguio – La Trinidad, via Magsaysay; and Bokawkan group for those plying Baguio – La Trinidad via Bokawkan. Both Magsaysay and Bokawkan group were sub-grouped into Baguio – Tomay, Baguio Trinidad, Baguio – Buyagan. Baguio – Balili plies only in Magsaysay.

Operator – Drivers. Table 1a presents the general information about the operator drivers plying in both Magsaysay and Bokawkan. It was found that when it comes to age, the Baguio – Buyagan of the Magsaysay group had the lowest average while this sub-group had the highest average age among the Bokawkan group. Generally, the operator – drivers plying Baguio and different barangays of La Trinidad had a range of 32 years old to 42 years old. It was also found that the operator – drivers generally reached high school level and majority were married. The average household members in all the sub-groups were 6, except for Baguio – Tomay and Baguio – Buyagan of the Bokawkan group that have an average number of household members of 5.

Drivers. Table 1b shows the general information about the drivers plying in different routes of Baguio City to La Trinidad. The result shows that the average age of drivers plying the different routes of Baguio – La Trinidad ranges from 24 to 31 years old. When compared to the operator – drivers, the drivers were a bit younger than the operator – drivers. This finding implies that the jeepney drivers plying Baguio – La Trinidad were generally young.



They reached high school level and were generally married except for the drivers plying Baguio – Buyagan and Baguio – Tomay that majority were single. They had an average number of household ranging from 4 to 5 members. When compared to the operator – drivers, the drivers had fewer number of household members. This was probably because they were generally younger. Another reason probably was that almost all the operator – drivers were married while for the drivers, some of them are still single. It was also found that they had a lesser number of years in driving compared to the operator – drivers. This could also be explained by the younger ages.

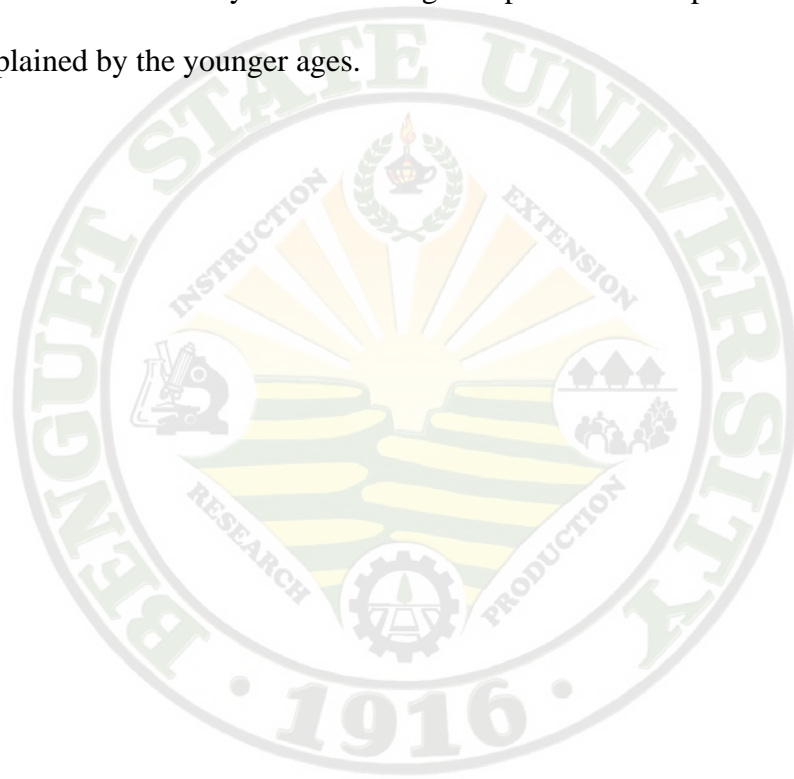


Table 1a. General Information of operator - driver

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag - Balili							
	Mag	Bok	Mag	Bok	Mag	Bok	Mag							
	F %	F %	F %	F %	F %	F %	F %							
<i>Age</i>														
25 – 31	1	12.5	2	25	2	25	3	37.5	5	62.5	-	-	-	-
32 – 38	4	50	3	37.5	4	50	3	37.5	2	25	4	50	1	33.3
39 – 45	1	12.5	2	25	1	12.5	1	12.5	1	12.5	3	37.5	1	33.3
46 – 52	-	-	-	-	-	-	-	-	-	-	-	-	1	33.3
53 – 59	2	25	1	12.5	1	12.5	1	12.5	-	-	-	-	-	-
60 – 66	-	-	-	-	-	-	-	-	-	-	1	12.5	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average		40		38		37		36		32		41		42
<i>Educational Attainment</i>														
Elementary	3	37.5	3	37.5	2	25	2	25	-	-	3	37.5	1	33.3
High School	3	37.5	2	25	4	50	3	37.5	4	50	2	25	1	33.3
College	2	25	2	25	2	25	2	25	3	37.5	2	25	1	33.3
Vocational	-	-	1	12.5	-	-	1	12.5	1	12.5	1	12.5	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
<i>Civil Status</i>														
Single	-	-	-	-	1	12.5	2	25	1	12.5	-	-	-	-
Married	8	100	8	100	7	87.5	6	75	7	87.5	8	100	3	100
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
<i>No. of Household Members</i>														
3 – 4	2	25	4	50	2	25	1	12.5	2	25	3	37.5	-	-
5 – 6	3	37.5	2	25	4	50	4	50	4	50	3	37.5	2	66.7
7 – 8	3	37.5	2	25	2	25	3	37.5	2	25	2	25	1	33.3
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average		6		5		6		6		6		5		6
<i>No. of Years in Driving</i>														
5 – 10	-	-	3	37.5	-	-	3	37.5	5	62.5	3	37.5	-	-
11 – 16	4	50	2	25	3	37.5	3	37.5	1	12.5	3	37.5	-	-
17 – 22	1	12.5	1	12.5	4	50	1	12.5	2	25	1	12.5	2	66.7
23 – 28	1	12.5	1	12.5	-	-	-	-	-	-	1	12.5	1	33.3
29 – 34	1	12.5	-	-	1	12.5	-	-	-	-	-	-	-	-
35 – 40	1	12.5	1	12.5	-	-	-	-	-	-	-	-	-	-
41 – 46	-	-	-	-	-	-	1	12.5	-	-	-	-	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average		24		16		19		21		10		16		20

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 1b. General Information of Drivers

PARTICULARS	Baguio – Tomay				Baguio – Trinidad				Baguio – Buyagan				Bag - Balili	
	Mag		Bok		Mag		Bok		Mag		Bok			
	F	%	F	%	F	%	F	%	F	%	F	%		
<i>Age</i>														
19 – 20	2	25	1	12.5	1	12.5	1	12.5	1	12.5	1	12.5	-	-
21 – 22	3	37.5	2	25	1	12.5	1	12.5	2	25	2	25	-	-
23 – 24	1	12.5	2	25	1	12.5	3	37.5	1	12.5	1	12.5	-	-
25 – 26	-	-	-	-	2	25	1	12.5	2	25	1	12.5	-	-
27 – 28	2	25	3	37.5	2	25	2	25	2	25	2	25	1	33.3
29 – 30	-	-	-	-	-	-	-	-	-	-	-	-	1	33.3
31 – 32	-	-	-	-	1	12.5	-	-	-	-	1	12.5	1	33.3
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	24		28		27		31		26		27		30	
<i>Educational Attainment</i>														
Elementary	1	12.5	1	12.5	-	-	2	25	1	12.5	-	-	-	-
High School	5	62.5	4	50	6	75	3	27.5	4	50	4	50	1	33.3
College	1	12.5	2	25	2	25	2	25	1	12.5	2	25	1	33.3
Vocational	1	12.5	1	12.5	-	-	1	12.5	2	25	2	25	1	33.3
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
<i>Civil Status</i>														
Single	2	25	5	62.5	3	37.5	2	25	5	62.5	5	62.5	1	33.3
Married	6	75	3	37.5	5	62.5	6	75	3	37.5	3	37.5	2	66.7
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
<i>No. of Household Members</i>														
1 – 2	2	25	-	-	-	-	-	-	-	-	-	-	-	-
3 – 4	3	37.5	2	25	5	62.5	5	62.5	2	25	5	62.5	1	33.3
5 – 6	2	25	5	62.5	3	37.5	3	37.5	5	62.5	3	37.5	2	66.7
7 – 9	1	12.5	1	12.5	-	-	-	-	1	12.5	-	-	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	4		5		4		4		5		4		5	
<i>No. of Years in Driving</i>														
1 – 2	3	37.5	-	-	1	12.5	1	12.5	-	-	-	-	-	-
3 – 4	2	25	3	37.5	1	12.5	3	37.5	3	37.5	3	37.5	-	-
5 – 6	3	37.5	1	12.5	4	50	1	12.5	3	37.5	1	12.5	1	33.3
7 – 8	-	-	3	37.5	1	12.5	3	37.5	2	25	3	37.5	1	33.3
9 – 10	-	-	1	12.5	1	12.5	-	-	-	-	1	12.5	1	33.3
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	4		6		6		5		6		6		8	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



### Jeepney Operation

The jeepney operation included the time of operation, the number of trips per day, the seat capacity of the jeep, and the peak time of many passengers.

Operator – drivers. Table 2a. Among the Magsaysay group, the Buyagan route has the highest average number of trips per day (11), while the Balili route has the lowest number of trips per day (8). Both the Tomay and Trinidad routes had an average number of trips per day of 10. This same finding is also true for the Bokawkan group.

As to the time of operation, almost all of them started from 6 o'clock AM to 6 o'clock PM except for a few that started 5 AM to 6 PM and 7 AM to 7 PM. This study is true for both the Magsaysay group and the Bokawkan group. According to the respondents, the time of many passengers was usually between 6 to 8 AM. and between 4 to 7 PM.

The average seating capacity of jeepneys plying Baguio City – La Trinidad is 21 including the driver. This information is presented in Table 2a.

Drivers. Table 2b. presents that among the Magsaysay group, the Trinidad route has the highest average number of trips per day (11) while the Balili route had the lowest number of trips per day (8). Both the Tomay and Buyagan routes has an average number of trips of 10. The entire Bokawkan groups have 11 average numbers of trips per day. Almost all the drivers started their operation at 6 o'clock in the morning and stopped at mostly 6 o'clock in the evening. There were very few cases that started at 5 AM or 7 PM and stopped at 5 AM or 7 PM. respectively. As to the seat capacity and the time of many passengers, it was the same as that of the operator – driver.





Table 2a. Jeepney operation of the operator – drivers of different routes

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag - Balili			
	Mag	Bok	Mag	Bok	Mag	Bok	Mag			
	F %	F %	F %	F %	F %	F %	F %	F %		
<i>No. of Trips per day</i>										
7	-	-	-	-	1	12.5	-	-	1	33.3
8	1	12.5	1	12.5	-	-	-	-	2	66.7
9	1	12.5	2	25	1	12.5	2	25	-	-
10	4	50	3	37.5	5	62.5	2	25	3	37.5
11	2	25	2	25	1	12.5	2	25	1	12.5
12	-	-	-	-	1	12.5	1	12.5	2	25
13	-	-	-	-	-	-	-	-	1	12.5
Total	8	100	8	100	8	100	8	100	8	100
Average	10		11		11		11		10	
<i>Hours of Operation</i>										
5 AM – 5 PM	-	-	3	37.5	-	-	1	12.5	2	25
6 AM – 6 PM	7	87.5	4	50	6	75	5	62.5	6	75
7 AM – 7 PM	1	12.5	1	12.5	2	25	2	25	-	-
Total	8	100	8	100	8	100	8	100	8	100
<i>Seat Capacity</i>										
19	1	12.5	1	12.5	2	25	3	37.5	2	25
21	7	87.5	7	87.5	6	75	5	62.5	6	75
Total	8	100	8	100	8	100	8	100	8	100
Average	20.75		20.75		20.5		20.25		20.5	
<i>Time of many Passengers</i>										
5 – 6 AM	-	-	1	12.5	-	-	-	-	1	12.5
6 – 7 AM	5	62.5	7	87.5	6	75	6	75	8	100
7 – 8 AM	8	100	8	100	8	100	8	100	8	100
8 – 9 AM	3	37.5	3	37.5	3	37.5	5	62.5	6	75
9 – 10 AM	-	-	-	-	-	-	2	25	-	-
11 – 12 AM	3	37.5	4	50	4	50	2	25	7	87.5
12 – 1 PM	4	50	5	62.5	6	75	2	25	6	75
1 – 2 PM	1	12.5	-	-	-	-	-	-	-	-
4 – 5 PM	7	87.5	8	100	8	100	6	75	8	100
5 – 6 PM	8	100	8	100	8	100	8	100	8	100
6 – 7 PM	5	62.5	5	62.5	6	75	6	75	8	100
7 – 8 PM	-	-	-	-	-	-	2	25	3	37.5

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 2b. Jeepney operation of the drivers of different routes

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag - Balili		
	Mag		Bok		Mag		Mag		
	F	%	F	%	F	%	F	%	
<i>No. of Trips per day</i>									
	7	1 12.5	- -	- -	- -	- -	1 12.5	- -	- -
	8	2 25	- -	- -	- -	- -	- -	3 100	
	9	- -	- -	- -	1 12.5	- -	- -	- -	
	10	4 50	3 37.5	3 37.5	3 37.5	4 50	2 25	- -	
	11	- -	2 25	4 50	2 25	1 12.5	2 25	- -	
	12	- -	3 37.5	1 12.5	2 25	2 25	4 50	- -	
	13	1 12.5	- -	- -	- -	- -	- -	- -	
Total	8	100	8 100	8 100	8 100	8 100	8 100	3 100	
Average		10	11	11	11	10	11	8	
<i>Hours of Operation</i>									
5 AM – 5 PM	1	12.5	2 25	3 37.5	1 12.5	- -	3 37.5	- -	
6 AM – 6 PM	6	75	6 75	5 62.5	6 75	8 100	5 62.5	3 100	
7 AM – 7 PM	1	12.5	- -	- -	1 12.5	- -	- -	- -	
Total	8	100	8 100	8 100	8 100	8 100	8 100	3 100	
<i>Seat Capacity</i>									
	19	1 12.5	1 12.5	2 25	- -	1 12.5	- -	- -	
	21	7 87.5	7 87.5	6 75	8 100	7 87.5	8 100	3 100	
Total	8	100	8 100	8 100	8 100	8 100	8 100	3 100	
Average		20.75	20.75	20.5	21	20.75	21	21	
<i>Time of many Passengers</i>									
5 – 6 AM	- -	- -	- -	- -	1 12.5	- -	3 37.5	- -	
6 – 7 AM	6 75	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
7 – 8 AM	8 100	8 100	4 50	8 100	8 100	8 100	8 100	3 100	
8 – 9 AM	2 25	3 37.5	1 12.5	2 25	4 50	5 62.5	- -	- -	
9 – 10 AM	- -	- -	1 12.5	- -	- -	- -	- -	- -	
11 – 12 AM	- -	6 75	4 50	5 62.5	7 87.5	7 87.5	- -	- -	
12 – 1 PM	- -	5 62.5	5 62.5	3 37.5	8 100	6 75	- -	- -	
1 – 2 PM	- -	- -	2 25	- -	1 12.5	- -	- -	- -	
4 – 5 PM	8 100	8 100	8 100	8 100	8 100	8 100	3 100	3 100	
5 – 6 PM	8 100	8 100	8 100	8 100	8 100	8 100	3 100	3 100	
6 – 7 PM	7 87.5	8 100	7 87.5	7 87.5	7 87.5	8 100	3 100	3 100	
7 – 8 PM	2 25	8 100	3 37.5	2 25	1 12.5	3 37.5	3 100	3 100	
8 – 9 PM	- -	- -	- -	- -	- -	1 12.5	- -	- -	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



### Income Sharing Agreement

The income sharing agreement refers to how the driver and the operator of the jeepney divide the income from the operation. There were two kinds of sharing agreement used by the drivers and operators plying Baguio City – La Trinidad route, the boundary system and the percentage system. The findings as presented in Table 3 show that among the Magsaysay group, majority of the respondents were using the boundary system. Only 25 % of the Tomay route and 37.5 % of the Buyagan is using the percentage sharing system. Only 37.5 % from Buyagan route is using percentage system in Bokawkan group where the rest is on boundary system sharing agreement. Ranges of the amount for boundary show that Buyagan routes have the highest and the Balili route has the lowest.

Table 3. Income sharing agreement between operator and driver

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili							
	Mag	Bok	Mag	Bok	Mag	Bok	Mag							
	F %	F %	F %	F %	F %	F %	F %	F %						
<i>Boundary System (in pesos)</i>														
350 – 399	-	-	-	-	-	-	-	3	100					
450 – 499	1	16.7	-	-	-	-	-	-	-					
500 – 549	2	33.3	1	12.5	3	37.5	-	-	-					
550 – 549	1	16.6	3	37.5	2	25	4	50	-					
600 – 649	2	33.7	4	50	3	37.5	4	50	2	40	4	80	-	-
650 – 700	-	-	-	-	-	-	-	-	3	60	1	20	-	-
<b>Total</b>	<b>6</b>	<b>100</b>	<b>8</b>	<b>100</b>	<b>8</b>	<b>100</b>	<b>8</b>	<b>100</b>	<b>5</b>	<b>100</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>100</b>
<i>Percentage System (Optr. –Driver)</i>														
65% - 35 %	1	50	-	-	-	-	-	-	3	100	2	66.7	-	-
70% - 30 %	1	50	-	-	-	-	-	-	-	-	1	33.3	-	-
<b>Total</b>	<b>2</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>100</b>	<b>3</b>	<b>100</b>	<b>-</b>	<b>-</b>
<b>Ave. Boundary/Per. (P)</b>	<b>509</b>	<b>569</b>	<b>550</b>	<b>575</b>	<b>628</b>	<b>628</b>	<b>350</b>							

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



### Income and Expense Variability

The income and expense variability show the differences in the amount of peso income and pesos expenses received and incurred by the operator – driver and the drivers plying the different routes using the Magsaysay road and the Bokawkan road. This study further shows the daily average gross income, diesel expense, “barkers” expense and average daily net income they obtain everyday in a week. Number coding schedule of the respondents has been included, such, reflecting a slight change in the averages per route as shown in the tables.

### Average Daily Gross Income Variability of different routes

Operator – Driver. Table 4a. The table shows the average daily gross income of operator – drivers. It shows that the Buyagan route has the highest average daily gross on both Magsaysay and Bokawkan group. The lowest is Balili route from Magsaysay group. Observing the table further shows that the lowest peak is on weekends (Saturday and Sunday) and on weekdays is where they have their highest peak, true to all routes. From the earlier finding, Balili had the lowest number of trips per day. This may partially explain why the Balili route had the lowest average daily gross income. What is interesting was that earlier finding shows that the Buyagan route is only second to Trinidad route in terms of number of trips per day but it was found that Buyagan route had the highest average daily gross income. It is suspected that there may be more passengers per trip riding the Buyagan jeepneys compared to the jeepneys in the other routes thus giving Buyagan a better position. Comparing the Magsaysay group and the Bokawkan group, it is apparent that the Bokawkan group had the higher average daily gross income.



Drivers. Table 4b presents the average daily gross income among drivers of the Magsaysay group and Bokawkan group. The result shows that the same with the operator – drivers, the drivers of the Buyagan routes both Magsaysay and Bokawkan groups have the highest average daily gross income. The same result to the lowest average daily gross income on operator – drivers of Balili route. Balili drivers had the lowest. Furthermore, it was observed that the Bokawkan group had higher average daily gross income. True to the results of the operator – drivers, drivers also experience the least gross income on weekends as they enjoy higher gross on weekdays.



Table 4a. Average Daily Gross Income of Operator – Drivers of different routes (in Pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili							
	Mag		Bok		Mag		Bok							
	F	%	F	%	F	%	F	%						
<i>Sunday</i>														
700 – 828	1	20	-	-	-	-	1	14.3	-	-	-	-	1	33.3
829 – 958	-	-	-	-	1	14.3	-	-	-	-	-	-	2	66.7
959 – 1088	1	20	-	-	2	28.6	1	14.3	-	-	-	-	-	-
1089 – 1218	1	20	4	50	4	57.1	4	57.1	-	-	1	14.3	-	-
1219 – 1348	2	40	4	50	-	-	1	14.3	2	28.6	1	14.3	-	-
1349 – 1478	-	-	-	-	-	-	-	-	2	26.6	1	14.3	-	-
1479 – 1608	-	-	-	-	-	-	-	-	3	42.8	4	57.1	-	-
Total	5	100	8	100	7	100	7	100	7	100	7	100	3	100
Average (P)	1120		1219		1100		1114		1421		1443		850	
<i>Monday</i>														
900 – 1013	1	16.6	-	-	2	25	1	20	-	-	-	-	3	100
1014 – 1128	-	-	-	-	1	12.5	-	-	-	-	-	-	-	-
1129 – 1243	1	16.6	1	14.3	3	37.5	-	-	-	-	-	-	-	-
1244 – 1358	2	33.3	2	26.6	1	12.5	4	80	-	-	1	14.3	-	-
1359 – 1473	2	33.3	3	42.8	-	-	-	-	1	14.3	1	14.3	-	-
1474 – 1588	-	-	1	14.3	1	12.5	-	-	3	42.8	-	-	-	-
1589 – 1703	-	-	-	-	-	-	-	-	3	42.8	5	71.4	-	-
Total	6	99	7	100	8	100	5	100	7	100	7	100	3	100
Average (P)	1267		1364		1175		1250		1529		1571		967	
<i>Tuesday</i>														
900 – 1013	-	-	1	12.5	2	40	2	28.6	-	-	-	-	2	100
1014 – 1128	-	-	-	-	1	20	-	-	-	-	-	-	-	-
1129 – 1243	1	33.3	1	12.5	2	40	1	14.3	-	-	-	-	-	-
1244 – 1358	-	-	1	12.5	-	-	4	57.1	-	-	1	14.3	-	-
1359 – 1473	2	66.7	5	62.5	-	-	-	-	2	33.3	1	14.3	-	-
1474 – 1588	-	-	-	-	-	-	-	-	2	33.3	2	28.6	-	-
1589 – 1703	-	-	-	-	-	-	-	-	2	33.3	3	42.8	-	-
Total	3	100	8	100	5	100	7	100	6	99	7	100	2	100
Average (P)	1320		1319		1080		1179		1508		1571		1000	
<i>Wednesday</i>														
900 – 1013	1	16.6	-	-	2	50	3	42.8	-	-	-	-	2	100
1129 – 1243	1	16.6	-	-	1	25	2	28.6	-	-	-	-	-	-
1244 – 1358	2	33.3	4	75	1	25	1	14.3	-	-	1	14.3	-	-
1359 – 1473	2	33.3	1	25	-	-	1	14.3	2	33.3	1	14.3	-	-
1474 – 1588	-	-	-	-	-	-	-	-	3	50	-	-	-	-
1589 – 1703	-	-	-	-	-	-	-	-	1	16.7	5	71.4	-	-
Total	6	99.9	5	100	4	100	7	100	6	100	7	100	2	100
Average (P)	1267		1310		1100		1129		1500		1571		950	



Table 4a. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad				Baguio – Buyagan		Bag – Balili					
	Mag		Bok		Mag		Bok		Mag		Bok			
	F	%	F	%	F	%	F	%	F	%	F	%		
<i>Thursday</i>														
900 – 1013	-	-	-	-	1	16.6	1	16.6	-	-	-	2	100	
1014 – 1128	-	-	-	-	1	16.6	-	-	-	-	-	-	-	
1129 – 1243	2	33.3	1	16.6	3	50	2	33.3	-	-	-	-	-	
1244 – 1358	2	33.3	2	33.3	-	-	3	50	-	-	1	12.5	-	
1359 – 1473	2	33.3	2	33.3	-	-	-	-	1	14.3	1	12.5	-	
1474 – 1588	-	-	1	16.6	1	16.6	-	-	4	57.1	-	-	-	
1589 – 1703	-	-	-	-	-	-	-	-	2	28.6	6	75	-	
Total	6	99	6	99.9	6	99.9	6	99.9	7	100	8	100	2	100
Average (P)	1308		1358		1200		1208		1521		1588		950	
<i>Friday</i>														
900 – 1013	1	12.5	-	-	1	20	2	25	-	-	-	3	100	
1014 – 1128	-	-	1	16.6	-	-	-	-	-	-	-	-	-	
1129 – 1243	1	12.5	1	16.6	2	40	2	25	-	-	-	-	-	
1244 – 1358	3	37.5	1	16.6	1	20	4	50	-	-	-	-	-	
1359 – 1473	3	37.5	1	16.6	-	-	-	-	1	14.3	-	-	-	
1474 – 1588	-	-	2	33.3	1	20	-	-	2	28.6	-	-	-	
1589 – 1703	-	-	-	-	-	-	-	-	4	57.1	5	100	-	
Total	8	100	6	100	5	100	8	100	7	100	5	100	3	100
Average (P)	1288		1325		1220		1194		1550		1660		1000	
<i>Saturday</i>														
500 – 642	-	-	-	-	-	-	1	12.5	-	-	-	-	-	
787 – 930	1	12.5	-	-	1	14.3	-	-	-	-	-	3	100	
931 – 1074	2	25	-	-	2	28.6	3	37.5	-	-	-	-	-	
1075 – 1218	3	37.5	8	100	3	42.8	4	50	-	-	2	28.6	-	
1219 – 1362	2	25	-	-	-	-	-	-	3	37.5	-	-	-	
1363 – 1506	-	-	-	-	1	14.3	-	-	5	62.5	5	71.4	-	
Total	8	100	8	100	7	100	8	100	8	100	7	100	3	100
Average (P)	1125		1175		1100		1150		1381		1386		800	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 4b. Average Daily Gross Income of Drivers of different routes (in Pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili	
	Mag	Bok	Mag	Bok	Mag	Bok	Mag	
	F %	F %	F %	F %	F %	F %	F %	F %
<i>Sunday</i>								
800 – 928	-	-	-	-	-	-	-	3 100
1059 – 1188	1 12.5	-	-	-	-	-	-	-
1189 – 1318	2 25	5 62.5	4 66.6	5 71.4	1 14.3	-	-	-
1319 – 1448	-	2 25	1 16.6	2 28.6	-	1 14.3	-	-
1449 – 1578	4 50	1 12.5	-	-	5 71.4	5 71.4	-	-
1579 – 1708	1 12.5	-	1 16.6	-	1 14.3	1 14.3	-	-
Total	8 100	8 100	6 99.8	7 100	7 100	7 100	3 100	
Average (P)	1388	1338	1350	1314	1486	1500	817	
<i>Monday</i>								
1000 – 1099	-	-	-	-	-	-	-	3 100
1100 – 1199	1 20	-	-	-	-	-	-	-
1200 – 1299	-	-	1 16.6	-	-	-	-	-
1300 – 1399	-	-	2 33.3	3 37.5	-	-	-	-
1400 – 1499	1 20	3 50	2 33.3	4 50	1 16.6	-	-	-
1500 – 1599	1 20	3 50	1 16.6	1 12.5	1 16.6	2 33.3	-	-
1600 – 1700	2 40	-	-	-	4 66.6	4 66.6	-	-
Total	5 100	6 100	6 99.9	8 100	6 99.8	6 99.9	3 100	
Average (P)	1440	1450	1350	1375	1567	1583	1000	
<i>Tuesday</i>								
1000 – 1139	1 25	-	-	-	-	-	-	2 100
1140 – 1280	-	-	1 20	-	-	-	-	-
1281 – 1421	1 25	1 20	3 60	6 100	-	-	-	-
1422 – 1562	-	4 80	-	-	-	-	-	-
1563 – 1703	2 50	-	1 20	-	5 100	5 100	-	-
Total	4 100	5 100	5 100	6 100	5 100	5 100	2 100	
Average (P)	1425	1480	1400	1350	1620	1620	1000	
<i>Wednesday</i>								
1000 – 1099	-	-	-	-	-	-	-	2 100
1100 – 1199	1 14.3	-	-	-	-	-	-	-
1200 – 1299	-	-	1 12.5	-	-	-	-	-
1300 – 1399	-	-	2 25	3 42.8	-	-	-	-
1400 – 1499	1 14.3	3 50	2 25	3 42.8	1 12.5	-	-	-
1500 – 1599	3 42.8	3 50	2 25	1 14.3	1 12.5	2 25	-	-
1600 – 1700	2 28.6	-	1 12.5	-	6 75	6 75	-	-
Total	7 100	6 100	8 100	7 100	8 100	8 100	2 100	
Average (P)	1457	1458	1413	1371	1575	1586	1000	





Table 4b. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad				Baguio – Buyagan		Bag – Balili				
	Mag		Bok		Mag		Bok		Mag		Bok		
	F	%	F	%	F	%	F	%	F	%	F	%	
<i>Thursday</i>													
1000 – 1099	-	-	-	-	-	-	-	-	-	-	-	2	100
1100 – 1199	1	16.6	-	-	-	-	-	-	-	-	-	-	-
1200 – 1299	-	-	-	-	1	12.5	-	-	-	-	-	-	-
1300 – 1399	-	-	-	-	2	25	2	33.3	-	-	-	-	-
1400 – 1499	1	16.6	5	71.4	2	25	3	50	1	16.6	-	-	-
1500 – 1599	4	66.6	2	28.6	2	25	1	16.6	1	16.6	2	33.3	-
1600 – 1700	-	-	-	-	1	12.5	-	-	4	66.6	4	66.6	-
Total	6	99.8	7	100	8	100	6	99.9	6	99.8	6	99.9	2
Average (P)	1433		1436		1413		1383		1550		1567		100
<i>Friday</i>													
1000 – 1099	-	-	-	-	-	-	-	-	-	-	-	2	100
1200 – 1299	-	-	-	-	1	16.6	-	-	-	-	-	-	-
1300 – 1399	-	-	-	-	2	33.3	3	37.5	-	-	-	-	-
1400 – 1499	-	-	5	62.5	-	-	4	50	1	12.5	3	37.5	-
1500 – 1599	4	100	3	37.5	2	33.3	1	12.5	1	12.5	3	37.5	-
1600 – 1700	-	-	-	-	1	16.6	-	-	6	75	2	25	-
Total	4	100	8	100	6	99.8	8	100	8	100	8	100	2
Average (P)	1500		1444		1425		1375		1575		1588		1000
<i>Saturday</i>													
800 – 928	-	-	-	-	-	-	-	-	-	-	-	3	100
1059 – 1188	-	-	-	-	1	14.3	-	-	-	-	-	-	-
1189 – 1318	1	16.6	6	75	5	71.4	3	50	-	-	-	-	-
1319 – 1448	-	-	1	12.5	1	14.3	3	50	3	57.5	3	37.5	-
1449 – 1578	3	50	1	12.5	-	-	-	-	4	50	3	37.5	-
1579 - 1708	2	33.3	-	-	-	-	-	-	1	12.5	2	25	-
Total	6	99.9	8	100	7	100	6	100	8	100	8	100	3
Average (P)	1483		1306		1236		1350		1475		1500		800

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Average Daily Diesel Expense Variability of different routes

Operator – Drivers. Table 5a shows that as much as they have the highest of average daily gross income, Baguio – Buyagan route also incurred the highest average expenses on diesel consumption. The same is true as to Balili route as they also have the lowest average on gross income, they also have the lowest average on diesel expense. In contrary, Baguio – Tomay comes second after Buyagan then Trinidad route. For the two groups (Magsaysay and Bokawkan), Bokawkan group has the higher diesel expense. This could explained by the farther distance traversed and the kind of road Bokawkan has. On daily basis, Saturday and Sunday has the lowest average on diesel expense as it is also higher on weekdays.

Drivers. Table 5b presents the average diesel expense variability among drivers of the Magsaysay group and Bokawkan group. The result shows that the drivers of the Tomay routes are the highest in Magsaysay group while Buyagan route in Bokawkan had the highest average diesel expense on the group. In contrast to the two groups, Bokawkan groups had the highest average on diesel expense than routes plying in Magsaysay. The same with the operator – drivers, drivers from both groups also experience low diesel expense on weekends (Saturday and Sunday) while it is higher on weekdays.



Table 5a. Average Daily Diesel Expense of operator – drivers of different routes (in Pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili	
	Mag	Bok	Mag	Bok	Mag	Bok	Mag	
	F %	F %	F %	F %	F %	F %	F %	F %
<i>Sunday</i>								
300 – 356	-	-	-	-	-	-	-	3 100
357 – 414	1 20	-	-	-	1 14.3	-	-	-
415 – 472	1 20	-	3 42.8	-	-	2 28.6	-	-
473 – 530	-	5 62.5	3 42.8	4 57.1	1 14.3	2 28.6	-	-
531 – 588	1 20	2 25	-	1 14.3	3 42.8	1 14.3	-	-
589 – 646	2 40	-	1 14.3	2 28.6	1 14.3	2 28.6	-	-
647 – 704	-	1 12.5	-	-	1 14.3	-	-	-
Total	5 100	8 100	7 99.9	7 100	7 100	7 100	3 100	
Average (P)	520	541	493	536	550	521	300	
<i>Monday</i>								
300 – 363	-	-	-	-	-	-	3 100	
494 – 558	3 50	3 42.8	7 87.5	2 40	2 28.6	2 28.6	-	-
559 – 623	2 33.3	3 42.8	1 12.5	3 60	5 71.4	3 42.8	-	-
624 – 688	-	-	-	-	-	1 14.3	-	-
689 – 753	1 16.6	1 14.3	-	-	-	1 14.3	-	-
Total	6 99.9	7 100	8 100	5 100	7 100	7 100	3 100	
Average (P)	567	600	519	580	586	593	350	
<i>Tuesday</i>								
350 – 406	-	-	-	-	-	-	2 100	
465 – 522	1 33.3	-	4 80	1 14.3	-	2 28.6	-	-
523 – 580	-	4 50	1 20	1 14.3	3 42.8	-	-	-
581 – 638	2 66.6	2 25	-	5 71.4	3 42.8	3 42.8	-	-
639 – 696	-	-	-	-	-	1 14.3	-	-
697 – 754	-	2 25	-	-	1 14.3	1 14.3	-	-
Total	3 99.9	8 100	5 100	7 100	7 99.9	7 100	2 100	
Average (P)	567	608	510	579	593	593	350	
<i>Wednesday</i>								
300 – 356	-	-	-	-	-	-	2 100	
473 – 530	2 33.3	1 20	4 100	1 14.3	-	2 28.6	-	-
531 – 588	-	1 20	-	2 28.6	1 16.6	-	-	-
589 – 646	3 50	3 60	-	4 57.1	4 66.6	4 57.1	-	-
647 – 704	1 16.6	-	-	-	1 16.6	1 14.3	-	-
Total	6 100	5 100	4 100	7 100	6 99.8	7 100	2 100	
Average (P)	580	570	500	571	608	579	325	



Table 5a. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili		
	Mag		Bok		Mag		Mag		
	F	%	F	%	F	%	F	%	
<i>Thursday</i>									
300 – 363	-	-	-	-	-	-	-	-	2 100
429 – 493	1	16.7	-	-	-	-	-	-	- -
494 – 558	1	16.7	3	50	5	83.3	3	50	2 28.6 2 25 - -
559 – 623	3	50	1	16.6	1	16.7	3	50	4 57.1 4 50 - -
624 – 688	-	-	-	-	-	-	-	-	1 12.5 - -
689 – 753	1	16.7	2	33.3	-	-	-	-	1 14.3 1 12.5 - -
Total	6	100	6	99.9	6	100	6	100	7 100 8 100 2 100
Average (P)	580		612		520		567		600 594 325
<i>Friday</i>									
325 – 384	-	-	-	-	-	-	-	-	3 100
446 – 506	3	37.5	-	-	4	80	1	12.5	- - - -
507 – 567	-	-	3	50	-	-	2	25	2 28.6 - - - -
568 – 628	4	50	2	33.3	1	20	5	62.5	4 57.1 4 80 - -
690 – 750	1	12.5	1	16.6	-	-	-	-	1 14.3 1 20 - -
Total	8	100	6	99.9	5	100	8	100	7 100 5 100 3 100
Average (P)	575		600		520		575		600 620 342
<i>Saturday</i>									
300 – 363	-	-	-	-	-	-	1	12.5	- - - - 3 100
364 – 428	1	12.5	-	-	-	-	1	12.5	1 12.5 - - - -
429 – 493	3	37.5	-	-	3	42.8	-	-	- - 2 28.6 - -
494 – 558	1	12.5	6	75	3	42.8	5	62.5	4 40 5 71.4 - -
559 – 623	3	37.5	1	12.5	1	14.3	1	12.5	3 37.5 - - - -
689 – 753	-	-	1	12.5	-	-	-	-	- - - -
Total	8	100	8	100	7	99.9	8	100	8 100 7 100 3 100
Average (P)	538		556		493		475		531 500 300

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 5b. Average Daily Diesel Expense of drivers of different routes (in Pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili	
	Mag	Bok	Mag	Bok	Mag	Bok	Mag	
	F %	F %	F %	F %	F %	F %	F %	F %
<i>Sunday</i>								
300 – 356	-	-	-	-	-	-	-	3 100
415 – 472	-	-	3 37.5	1 14.3	-	-	-	-
473 – 530	1 12.5	3 37.5	4 57.1	4 57.1	1 14.3	1 14.3	-	-
531 – 588	1 12.5	2 25	-	-	2 28.6	3 42.8	3 42.8	-
589 – 646	3 37.5	-	-	-	1 14.3	3 42.8	3 42.8	-
647 – 704	3 37.5	-	1 14.3	-	-	-	-	-
Total	8 100	8 100	6 100	7 100	7 99.9	7 99.9	3 100	
Average (P)	613	494	525	529	564	564	300	
<i>Monday</i>								
350 – 399	-	-	-	-	-	-	-	3 100
500 – 549	-	-	2 33.3	3 50	3 37.5	1 16.6	1 16.6	-
550 – 599	1 20	4 66.6	3 50	4 50	1 16.6	1 16.6	-	-
600 – 649	2 40	-	-	-	1 12.5	4 66.6	4 66.6	-
650 – 700	2 40	-	-	-	-	-	-	-
Total	5 100	6 99.9	6 100	8 100	6 99.8	6 99.8	3 100	
Average (P)	620	533	525	537.50	575	575	350	
<i>Tuesday</i>								
350 – 429	-	-	-	-	-	-	-	2 100
430 – 509	-	-	1 20	2 40	3 50	-	-	-
510 – 589	1 25	2 40	2 40	2 33.3	1 20	1	-	-
590 – 669	2 50	2 40	-	-	1 16.6	4 80	4	-
670 – 750	1 25	-	-	1 20	-	-	-	-
Total	4 100	5 100	5 100	6 99.9	5 100	5 100	2 100	
Average (P)	625	560	570	533	590	590	350	
<i>Wednesday</i>								
350 – 406	-	-	-	-	-	-	-	2 100
464 – 520	-	-	2 33.3	3 37.5	2 28.6	1 12.5	1 12.5	-
521 – 577	2 28.6	2 33.3	3 37.5	4 57.2	1 12.5	1 12.5	-	-
578 – 634	2 28.6	2 33.3	1 12.5	1 14.3	6 75	6 75	-	-
635 – 691	1 14.3	-	-	-	-	-	-	-
692 – 750	2 28.6	-	-	1 12.5	-	-	-	-
Total	7 100	6 99.9	8 100	7 100	8 100	8 100	2 100	
Average (P)	621	550	563	543	581	581	350	



Table 5b. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad				Baguio – Buyagan		Bag – Balili					
	Mag		Bok		Mag		Bok		Mag		Bok			
	F	%	F	%	F	%	F	%	F	%	F	%		
<i>Thursday</i>														
350 – 406	-	-	-	-	-	-	-	-	-	-	-	2	100	
464 – 520	-	-	3	42.8	3	37.5	2	33.3	1	16.6	1	16.6	-	-
521 – 577	2	33.3	2	28.6	3	37.5	4	66.6	1	16.6	1	16.6	-	-
578 – 634	3	50	2	28.6	1	12.5	-	-	4	66.6	4	66.6	-	-
692 – 750	1	16.6	-	-	-	-	-	-	-	-	-	-	-	-
Total	6	99.9	7	100	8	100	6	99.9	6	99.8	6	99.8	2	100
Average (P)	600		543		563		533		581		581		350	
<i>Friday</i>														
350 – 406	-	-	-	-	-	-	-	-	-	-	-	-	3	100
464 – 520	-	-	3	37.5	3	50	3	37.5	1	12.5	1	12.5	-	-
521 – 577	1	25	4	50	1	16.6	4	50	1	12.5	1	12.5	-	-
578 – 634	2	50	1	12.5	1	16.6	1	12.5	6	75	6	75	-	-
692 – 750	1	25	-	-	1	16.6	-	-	-	-	-	-	-	-
Total	4	100	8	100	6	99.8	8	100	8	100	8	100	3	100
Average (P)	613		538		567		538		581		581		350	
<i>Saturday</i>														
300 – 356	-	-	-	-	-	-	-	-	-	-	-	-	3	100
357 – 413	-	-	-	-	2	28.6	-	-	-	-	-	-	-	-
414 – 470	-	-	4	50	1	14.3	-	-	1	12.5	1	12.5	-	-
471 – 527	1	16.6	3	37.5	4	57.2	4	66.6	3	37.5	2	25	-	-
528 – 584	-	-	1	12.5	-	-	1	16.6	1	12.5	1	12.5	-	-
585 – 641	2	33.3	-	-	-	-	1	16.6	3	37.5	4	50	-	-
642 – 700	3	50	-	-	-	-	-	-	-	-	-	-	-	-
Total	6	99.9	8	100	7	100	6	99.8	8	100	8	100	3	100
Average (P)	625		481		464		525		538		550		300	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Average Daily “Barkers” Expense Variability of different routes

Operator – Driver. Table 6a shows the “barkers” expenses for operator – drivers. It shows that Tomay route among Magsaysay group is paying the highest “barkers” fee when summed up for the average. This is followed by Trinidad then Buyagan routes respectively. It is also shown in the table that Buyagan route has the highest among Bokawkan group followed by Tomay route then Trinidad. Looking closely at the two groups, it is clear that Magsaysay group pays much “barkers” fee than those at Bokawkan. Balili route in Magsaysay group was not paying any “barkers” fee as reflected by zero response.

Drivers. Table 6b shows the drivers “barkers” expense for drivers. Among Magsaysay group, opposite operator – driver, Trinidad route is the highest when it comes to paying the expense. Tomay route is the lowest among the three as Buyagan route is second to Trinidad. Bokawkan group showed almost the same figures as it is separating them with a low average percentage. Overall, the table shows Tomay route of Magsaysay group is paying the least expense while Trinidad, also from the same group has the highest “barkers” expense. Drivers of Balili route of Magsaysay group are not paying “barkers” expense.



Table 6a. Average Daily “Barkers” expense of operator – driver of different routes (in pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili					
	Mag	Bok	Mag	Bok	Mag	Bok	Mag					
	F %	F %	F %	F %	F %	F %	F %					
<i>Sunday</i>												
15 – 21	-	-	1	12.5	-	-	2	28.6	-	-	-	-
22 – 28	-	-	2	25	-	-	-	-	-	-	-	-
29 – 35	-	-	3	37.5	2	28.6	3	42.8	-	-	-	-
36 – 42	-	-	1	12.5	-	-	-	-	6	85.7	6	85.7
43 – 49	1	20	-	-	1	14.3	2	28.6	-	-	1	14.3
50 – 56	2	40	1	12.5	3	42.8	-	-	1	14.3	-	-
57 – 63	2	40	-	-	1	14.3	-	-	-	-	-	-
Total	5	100	8	100	7	100	7	100	7	100	7	100
Average (P)	55		31		41		29		42		41	
<i>Monday</i>												
15 – 21	-	-	-	-	-	-	2	40	-	-	-	-
22 – 28	-	-	2	28.5	-	-	1	20	-	-	-	-
29 – 35	-	-	3	42.8	2	25	2	40	-	-	-	-
36 – 42	1	16.6	1	14.3	1	12.5	-	-	6	85.7	6	85.7
43 – 49	-	-	-	-	1	12.5	-	-	-	-	-	-
50 – 56	1	16.6	1	14.3	3	37.5	-	-	1	14.3	1	14.3
57 – 63	4	66.7	-	-	1	12.5	-	-	-	-	-	-
Total	6	99.9	7	99.9	8	100	5	100	7	100	7	100
Average (P)	55		33		45		24		42		41	
<i>Tuesday</i>												
15 – 23	-	-	1	16.6	-	-	1	14.3	-	-	-	-
24 – 32	-	-	5	83.3	2	40	4	57.1	1	16.6	-	-
33 – 41	-	-	-	-	-	-	-	-	4	66.6	6	85.7
42 – 50	-	-	-	-	3	60	2	28.6	-	-	1	14.3
51 – 60	3	100	-	-	-	-	-	-	1	16.6	-	-
Total	3	100	6	99.9	5	100	7	100	6	99.8	7	100
Average (P)	57		31		42		31		41		41	
<i>Wednesday</i>												
15 – 23	-	-	1	20	-	-	2	28.6	-	-	-	-
24 – 32	-	-	3	60	1	25	2	28.6	1	16.6	-	-
33 – 41	1	16.7	-	-	1	25	3	42.8	4	66.6	7	100
42 – 50	2	33.3	1	20	2	50	-	-	-	-	-	-
51 – 60	3	50	-	-	-	-	-	-	1	16.6	-	-
Total	6	100	5	100	4	100	7	100	6	100	7	100
Average (P)	53		31		42		28		41		40	





Table 6a. continued ...

PARTICULARS	Baguio – Tomay				Baguio – Trinidad				Baguio – Buyagan				Bag – Balili	
	Mag		Bok		Mag		Bok		Mag		Bok			
	F	%	F	%	F	%	F	%	F	%	F	%	F	%
<i>Thursday</i>														
20 – 25	-	-	2	33.3	-	-	2	33.3	-	-	-	-	-	-
26 – 31	-	-	2	33.3	2	33.3	2	33.3	1	12.5	-	-	-	-
38 – 43	1	16.6	1	16.6	1	16.6	2	33.3	6	75	7	87.5	-	-
44 – 49	1	16.6	-	-	2	33.3	-	-	-	-	1	12.5	-	-
50 – 55	2	33.3	1	16.6	-	-	-	-	1	16.6	-	-	-	-
56 – 61	2	33.3	-	-	1	16.6	-	-	-	-	-	-	-	-
Total	6	99.9	6	99.8	6	99.8	6	99.8	8	100	8	100	-	-
Average (P)		52		33		41		32		41		41		-
<i>Friday</i>														
15 – 21	-	-	1	16.6	-	-	2	25	-	-	-	-	-	-
22 – 28	-	-	2	33.3	-	-	1	12.5	-	-	-	-	-	-
29 – 35	-	-	2	33.3	-	-	3	37.5	1	14.3	-	-	-	-
36 – 42	1	12.5	1	16.6	1	20	2	25	5	71.4	4	80	-	-
43 – 49	1	12.5	-	-	1	20	-	-	-	-	1	20	-	-
50 – 56	2	25	-	-	2	40	-	-	1	14.3	-	-	-	-
57 – 63	4	50	-	-	1	20	-	-	-	-	-	-	-	-
Total	8	100	6	99.8	5	100	8	100	7	100	5	100	-	-
Average (P)		54		28		49		29		41		41		-
<i>Saturday</i>														
15 – 21	-	-	1	12.5	-	-	2	25	-	-	-	-	-	-
22 – 28	-	-	2	25	-	-	1	12.5	-	-	-	-	-	-
29 – 35	-	-	3	37.5	1	14.3	4	50	1	12.5	-	-	-	-
36 – 42	1	12.5	1	12.5	1	14.3	1	12.5	6	75	6	85.7	-	-
43 – 49	1	12.5	-	-	1	14.3	-	-	-	-	1	14.3	-	-
50 – 56	3	37.5	1	12.5	3	42.8	-	-	1	12.5	-	-	-	-
57 – 63	3	37.5	-	-	1	14.3	-	-	-	-	-	-	-	-
Total	8	100	8	100	7	100	8	100	8	100	7	100	-	-
Average (P)		53		31		47		28		41		41		-

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 6b. Average Daily “Barkers” expense of drivers of different routes (in pesos)

PARTICULARS	Baguio – Tomay				Baguio – Trinidad				Baguio – Buyagan				Bag – Balili	
	Mag		Bok		Mag		Bok		Mag		Bok		Mag	
	F	%	F	%	F	%	F	%	F	%	F	%	F	%
<i>Sunday</i>														
15 – 23	2	25	-	-	-	-	-	-	-	-	-	-	-	-
24 – 32	3	37.5	-	-	-	-	-	-	-	-	-	-	-	-
33 – 41	1	12.5	7	87.5	4	66.7	7	100	7	100	7	100	-	-
42 – 50	-	-	1	12.5	1	16.6	-	-	-	-	-	-	-	-
51 – 59	1	12.5	-	-	1	16.6	-	-	-	-	-	-	-	-
69 – 77	1	12.5	-	-	-	-	-	-	-	-	-	-	-	-
Total	8	100	8	100	6	99.9	7	100	7	100	7	100	-	-
Average (P)	36		40		45		39		40		40		-	
<i>Monday</i>														
20 – 30	3	60	-	-	-	-	-	-	-	-	-	-	-	-
31 – 41	-	-	5	83.3	4	66.7	8	100	6	100	6	100	-	-
42 – 52	-	-	1	16.7	1	16.6	-	-	-	-	-	-	-	-
53 – 63	1	20	-	-	1	16.6	-	-	-	-	-	-	-	-
64 – 75	1	20	-	-	-	-	-	-	-	-	-	-	-	-
Total	5	100	6	100	6	99.9	8	100	6	100	6	100	-	-
Average (P)	41		40		45		39		40		40		-	
<i>Tuesday</i>														
20 – 30	3	75	-	-	-	-	-	-	-	-	-	-	-	-
31 – 41	-	-	4	80	3	60	6	100	5	100	5	100	-	-
42 – 52	-	-	1	20	1	20	-	-	-	-	-	-	-	-
53 – 63	-	-	-	-	1	20	-	-	-	-	-	-	-	-
64 – 75	1	25	-	-	-	-	-	-	-	-	-	-	-	-
Total	4	100	5	100	5	100	6	100	5	100	5	100	-	-
Average (P)	39		40		46		39		40		40		-	
<i>Wednesday</i>														
15 – 23	2	28.6	-	-	-	-	-	-	-	-	-	-	-	-
24 – 32	3	42.8	-	-	-	-	-	-	-	-	-	-	-	-
33 – 41	1	14.3	5	83.3	6	75	7	100	8	100	8	100	-	-
42 – 50	-	-	1	16.7	1	12.5	-	-	-	-	-	-	-	-
60 – 68	-	-	-	-	1	12.5	-	-	-	-	-	-	-	-
69 – 77	1	14.3	-	-	-	-	-	-	-	-	-	-	-	-
Total	7	100	6	100	8	100	7	100	8	100	8	100	-	-
Average (P)	34		41		44		39		40		40		-	



Table 6b. continued ...

PARTICULARS	Baguio – Tomay				Baguio – Trinidad				Baguio – Buyagan				Bag – Balili	
	Mag		Bok		Mag		Bok		Mag		Bok			
	F	%	F	%	F	%	F	%	F	%	F	%	F	%
<i>Thursday</i>														
15 – 20	2	33.3	-	-	-	-	-	-	-	-	-	-	-	-
27 – 32	2	33.3	-	-	-	-	-	-	-	-	-	-	-	-
33 – 38	-	-	1	16.7	-	-	-	-	-	-	-	-	-	-
39 – 44	1	16.7	6	83.3	6	75	6	100	6	100	6	100	-	-
45 – 50	1	16.7	-	-	2	25	-	-	-	-	-	-	-	-
Total	6	100	7	100	8	100	6	100	6	100	6	100	-	-
Average (P)	31		39		44		40		40		40		-	
<i>Friday</i>														
15 – 19	1	25	-	-	-	-	-	-	-	-	-	-	-	-
30 – 34	1	25	-	-	-	-	-	-	-	-	-	-	-	-
35 – 39	-	-	1	12.5	-	-	1	12.5	-	-	-	-	-	-
40 – 44	1	25	7	87.5	6	100	7	87.5	8	100	8	100	-	-
45 – 50	1	25	-	-	-	-	-	-	-	-	-	-	-	-
Total	4	100	8	100	6	100	8	100	8	100	8	100	-	-
Average (P)	34		40		40		39		40		40		-	
<i>Saturday</i>														
15 – 23	1	16.7	-	-	-	-	-	-	-	-	-	-	-	-
24 – 32	2	33.3	-	-	-	-	-	-	-	-	-	-	-	-
33 – 41	1	16.7	7	87.5	5	71.4	6	100	8	100	8	100	-	-
42 – 50	1	16.7	1	12.5	1	14.3	-	-	-	-	-	-	-	-
60 – 68	-	-	-	-	1	14.3	-	-	-	-	-	-	-	-
69 – 77	1	16.7	-	-	-	-	-	-	-	-	-	-	-	-
Total	6	100	8	100	7	100	6	100	8	100	8	100	-	-
Average (P)	40		41		44		39		40		40		-	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



### Average Daily Net Income Variability of different routes

Average daily net income refers to the earnings of the respondents from their driving operation after deducting the cost of diesel and “barkers” fee for the operator driver. To the drivers, this is the net take – home pay at the end of the day after they submit the agreed share for their operator. The data is computed from the previous tables which reflect the average net income per route.

Operator – Drivers. Table 7a shows that among the operator – drivers, the Buyagan route plying Bokawkan road gave the highest earning which is also followed by Buyagan route plying Magsaysay road. This implies that among the entire operator – drivers, those of the Buyagan route of plying roads earned higher income compared to the operator – drivers from the other routes. This is followed by Tomay route from Bokawkan group then the same route but from the Magsaysay group. Coincidentally, Baguio – Balili route which from the previous results shows that they have lesser trips per day, lesser gross income from others but lesser in diesel and no “barkers” expense has higher average in net income than Trinidad route which possess the opposite results. With these, Trinidad route either from Magsaysay or Bokawkan group has least average in net income among the entire operator – driver respondents. The table further shows that on daily basis, income is higher at weekdays and it declines on weekends. Though it is not included in the study, factors that could be considered reflecting the peak and decline of the income is that weekdays are school and working days, thus, passenger customers are abundant.

Drivers. Table 7b shows the average net income for drivers. With the deduction for the sharing of income from their operator, drivers have a lesser earnings than the operator – drivers. Almost the same result to the operator drivers, Buyagan of either Magsaysay or



Bokawkan group has the highest earnings among the entire driver respondents. Tomay also from either of the Magsaysay or Bokawkan group is second, although there are days that Balili route is sometimes higher, these results are greatly affected by the number coding schedule of the respondents. Baguio Trinidad route either from Magsaysay or Bokawkan has the least earnings. The same observation from the results of the operator – driver response, weekends is the lowest peak and weekdays are the days for higher net income.

For the drivers, these earnings represent returns to labor but to the operator – drivers these earnings do not represent returns to labor because the cost of maintenance is still deducted.

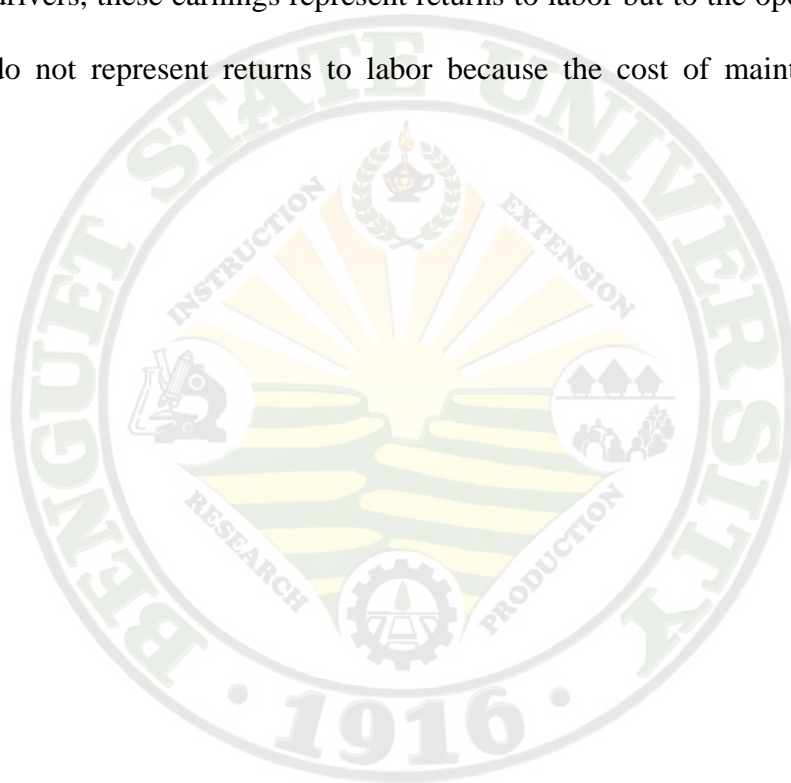


Table 7a. Average Daily Net Income of operator – drivers of different routes (in pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili		
	Mag	Bok	Mag	Bok	Mag	Bok	Mag		
	F %	F %	F %	F %	F %	F %	F %	F %	
<i>Sunday</i>									
185 – 295	-	-	-	-	1	14.3	-	-	-
296 – 406	1	20	-	-	1	14.3	-	-	-
407 – 517	-	-	-	-	1	14.3	1	14.3	1
518 – 628	2	40	4	40	4	57.1	1	14.3	2
629 – 739	2	40	3	37.5	-	-	4	57.1	1
740 – 850	-	-	1	12.5	1	14.3	-	-	2
851 – 965	-	-	-	-	-	-	4	57.1	5
Total	5	100	8	100	7	100	7	100	3
Average (P)	545		647		566		549		829
<i>Monday</i>									
350 – 450	1	16.6	-	-	1	12.5	1	20	-
451 – 551	-	-	-	-	2	25	-	-	-
552 – 652	3	50	2	28.6	2	25	-	-	3
653 – 753	1	16.6	2	28.6	2	25	4	80	-
754 – 854	1	16.6	2	28.6	1	12.5	-	-	1
855 – 955	-	-	1	14.3	-	-	-	-	3
956 – 1060	-	-	-	-	-	-	-	-	3
Total	6	100	7	100	8	100	5	100	7
Average (P)	645		731		611		646		901
<i>Tuesday</i>									
285 – 395	-	-	1	12.5	1	20	2	28.6	-
507 – 617	-	-	-	-	2	40	1	14.3	-
618 – 728	1	33.3	4	50	2	40	4	57.1	-
729 – 839	2	66.7	3	37.5	-	-	-	-	2
840 – 950	-	-	-	-	-	-	-	-	3
951 – 1061	-	-	-	-	-	-	-	-	1
Total	3	100	8	100	5	100	7	100	6
Average (P)	696		680		528		569		874
<i>Wednesday</i>									
285 – 395	-	-	-	-	1	20	2	28.6	-
396 – 506	1	16.6	-	-	1	20	-	-	-
507 – 617	-	-	-	-	-	-	1	14.3	-
618 – 728	4	66.7	4	80	2	50	3	42.8	-
729 – 839	1	16.6	1	20	-	-	1	14.3	2
840 – 950	-	-	-	-	-	-	-	-	3
951 – 1061	-	-	-	-	-	-	-	-	1
Total	6	100	5	100	4	100	7	100	6
Average	634		709		558		530		851



Table 7a. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili		
	Mag	Bok	Mag	Bok	Mag	Bok	Mag		
	F %	F %	F %	F %	F %	F %	F %		
<i>Thursday</i>									
370 – 468	-	-	-	-	1	16.7	-	-	-
469 – 567	-	-	2	33.3	1	16.7	-	-	-
568 – 666	3	50	2	33.3	3	50	2	33.3	-
667 – 765	3	50	2	33.3	1	16.7	2	33.3	-
766 – 864	-	-	1	16.7	-	-	-	-	4
865 – 963	-	-	1	16.7	-	-	-	-	3
964 – 1062	-	-	-	-	-	-	-	-	4
Total	6	100	6	100	6	100	6	100	7
Average (P)	676		713		639		609		880
<i>Friday</i>									
370 – 468	1	12.5	-	-	1	16.7	2	25	-
469 – 567	-	-	1	16.7	-	-	1	12.5	-
568 – 666	4	50	1	16.7	2	33.3	2	25	-
667 – 765	3	37.5	2	33.3	1	16.7	3	27.5	-
766 – 864	-	-	2	33.3	1	16.7	-	-	2
865 – 963	-	-	-	-	-	-	-	-	4
964 – 1062	-	-	-	-	-	-	-	-	1
Total	8	100	6	100	6	100	8	100	7
Average (P)	659		697		651		590		909.30
<i>Saturday</i>									
185 – 295	-	-	-	-	-	-	1	12.5	-
296 – 406	1	12.5	-	-	1	14.3	-	-	-
407 – 517	1	12.5	2	25	1	14.3	2	25	-
518 – 628	4	50	3	37.5	3	42.8	3	37.5	-
629 – 739	2	25	3	37.5	1	14.3	2	25	1
740 – 850	-	-	-	-	1	14.3	-	-	3
850 – 961	-	-	-	-	-	-	-	-	4
Total	8	100	8	100	7	100	8	100	8
Average (P)	534		588		560		647		809

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 7b. Average Daily Net Income of drivers of different routes (in pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili					
	Mag		Bok		Mag		Mag					
	F	%	F	%	F	%	F	%				
<i>Sunday</i>												
10 – 77	1	12.5	-	-	-	-	1	14.3	-	-	-	-
78 – 145	1	12.5	1	12.5	-	-	2	28.6	-	-	-	-
146 – 213	1	12.5	2	25	4	66.6	2	28.6	2	28.6	-	-
214 – 281	2	25	3	37.5	1	16.7	-	-	1	14.3	3	42.8
282 – 349	1	12.5	2	25	-	-	2	28.6	3	42.8	4	57.1
350 – 417	-	-	-	-	1	16.7	-	-	1	14.3	-	-
418 – 485	2	25	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>8</b>	<b>100</b>	<b>8</b>	<b>100</b>	<b>6</b>	<b>100</b>	<b>7</b>	<b>100</b>	<b>7</b>	<b>100</b>	<b>7</b>	<b>100</b>
<b>Average (P)</b>		<b>230</b>		<b>235</b>		<b>230</b>		<b>171</b>		<b>254</b>		<b>268</b>
<i>Monday</i>												
110 – 159	1	20	-	-	-	-	2	28.6	-	-	-	-
160 – 209	-	-	-	-	1	16.7	1	14.3	-	-	-	-
210 – 259	1	20	-	-	3	50	-	-	1	16.7	1	16.6
260 – 309	2	40	1	16.7	1	16.7	-	-	1	16.7	1	16.7
310 – 359	1	20	3	50	1	16.7	4	57.1	3	50	3	50
360 – 409	-	-	2	33.3	-	-	-	-	1	16.6	-	-
410 – 460	-	-	-	-	-	-	-	-	-	-	1	16.7
<b>Total</b>	<b>5</b>	<b>100</b>	<b>6</b>	<b>100</b>	<b>6</b>	<b>100</b>	<b>7</b>	<b>100</b>	<b>6</b>	<b>100</b>	<b>7</b>	<b>100</b>
<b>Average (P)</b>		<b>270</b>		<b>308</b>		<b>230</b>		<b>223</b>		<b>324</b>		<b>340</b>
<i>Tuesday</i>												
110 – 179	1	25	-	-	1	20	3	50	-	-	-	-
180 – 249	-	-	-	-	3	60	1	16.7	-	-	-	-
250 – 319	2	50	4	80	1	20	2	33.3	1	20	2	40
320 – 389	1	25	1	20	-	-	-	-	4	80	2	40
390 – 460	-	-	-	-	-	-	-	-	-	-	1	20
<b>Total</b>	<b>4</b>	<b>100</b>	<b>5</b>	<b>100</b>	<b>5</b>	<b>100</b>	<b>6</b>	<b>100</b>	<b>5</b>	<b>100</b>	<b>5</b>	<b>100</b>
<b>Average (P)</b>		<b>252</b>		<b>311</b>		<b>234</b>		<b>203</b>		<b>362</b>		<b>362</b>
<i>Wednesday</i>												
110 – 163	1	14.3	-	-	1	12.5	3	42.8	-	-	-	-
164 – 217	-	-	-	-	2	25	1	14.3	1	12.5	-	-
218 – 271	-	-	3	50	2	25	1	14.3	-	-	2	25
272 – 325	4	57.1	2	33.3	1	12.5	2	28.6	2	25	2	25
326 – 379	1	14.3	1	16.7	2	25	-	-	5	62.5	3	27.5
434 – 487	1	14.3	-	-	-	-	-	-	-	-	1	12.5
<b>Total</b>	<b>7</b>	<b>100</b>	<b>6</b>	<b>100</b>	<b>8</b>	<b>100</b>	<b>7</b>	<b>100</b>	<b>8</b>	<b>100</b>	<b>8</b>	<b>100</b>
<b>Average (P)</b>		<b>293</b>		<b>298</b>		<b>257</b>		<b>214</b>		<b>326</b>		<b>339</b>





Table 7b. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili					
	Mag		Bok		Mag		Bok					
	F	%	F	%	F	%	F	%				
<i>Thursday</i>												
110 – 163	1	16.6	-	-	1	12.5	2	33.3	-	-	-	-
164 – 217	-	-	-	-	2	25	1	16.7	1	16.7	-	-
218 – 271	1	16.6	3	42.8	2	25	1	16.7	-	-	2	33.3
272 – 325	2	33.3	2	28.6	1	12.5	2	33.3	2	33.3	1	16.7
326 – 379	1	16.7	2	28.6	2	25	-	-	3	50	3	50
434 – 487	1	16.7	-	-	-	-	-	-	-	-	-	-
Total	6	100	7	100	8	100	6	100	6	100	6	100
Average (P)	293		285		256		235		301		318	
<i>Friday</i>												
110 – 163	-	-	-	-	1	16.7	3	37.5	-	-	-	-
164 – 217	-	-	-	-	1	16.7	1	12.5	1	12.5	-	-
218 – 271	1	25	4	50	-	-	1	12.5	-	-	2	25
272 – 325	1	25	2	25	2	33.3	3	37.5	2	25	2	25
326 – 379	1	25	2	25	2	33.3	-	-	5	62.5	3	37.5
434 – 487	1	25	-	-	-	-	-	-	-	-	1	12.5
Total	4	100	8	100	6	100	8	100	8	100	8	100
Average (P)	344		297		268		223		326		339	
<i>Saturday</i>												
60 – 120	1	16.7	1	12.5	2	28.6	1	16.7	-	-	-	-
121 – 181	-	-	-	-	2	28.6	2	33.3	1	12.5	-	-
182 – 242	-	-	3	27.5	2	28.6	1	16.7	1	12.5	1	12.5
243 – 303	2	33.3	1	12.5	-	-	-	-	3	37.5	3	33.3
304 – 364	2	33.3	3	37.5	1	14.3	2	33.3	3	37.5	3	33.3
426 – 486	1	16.7	-	-	-	-	-	-	-	-	1	12.5
Total	6	100	8	100	7	100	6	100	8	100	8	100
Average (P)	309		215		178		211		269		282	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



### Repair and Maintenance

Repair and Maintenance schedule. Table 8a. presents the interval time or period that the respondents repair or change each part of the jeepney. The respondents are operator – drivers only. Majority if they change their tires yearly, as some of them change as some at 10 to 11 months least is as 8 to 9 months. Change oil schedule is mostly at 2 months and few of them are 3 months. Maintenance for brake fluid is every 1 month for almost of the respondents. Yearly repair such as Clutch discs has a range from 1 to 1 and a half years. Transmission, differential, engine overhaul and wiring could go as far as 7 to 9 years. This repair and maintenance schedule usually goes at the same time according to the respondents. Starter repair is mostly done every year the same goes for alternator repair and upholstery. Battery is changed in the span of 1 and a half years to 2 years.

Repair and Maintenance cost. Table 8b shows the costs of repair and maintenance for the jeepneys. It could be observed that those of more than 1 year based from the schedules were more costly than others. Generally, average amount for changing tires is P10, 000. Respondent's average costs for change oil are up to P1, 3000. Brake fluid maintenance ranges from P75 to P125. Clutch discs replacements could costs from P3, 500 to P4, 000. Repairs and maintenance which occur from 7 or more years are more costly as transmission and differential can go from P23, 000 and engine overhaul can go as high as P 60, 000. Wiring, alternator, starter repair and upholstery could go from P4, 000 to P5, 000. Changing battery can cost them P3, 000.

Among drivers response, operator takes care of the repair and maintenance as some of them says that they only help as labor is only their contribution.



Table 8a. Repairs and Maintenance schedules

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili			
	Mag	Bok	Mag	Bok	Mag	Bok	Mag			
	F %	F %	F %	F %	F %	F %	F %	F %		
Change Tire (months)										
8 – 9	-	-	1	12.5	-	-	1	12.5	-	-
10 – 11	-	-	3	37.5	4	50	3	37.5	7	87.5
12	8	100	4	50	4	50	4	50	1	12.5
Total	8	100	8	100	8	100	8	100	8	100
Average	12		10.9		11.5		11.12		10.75	
Change Oil (months)										
2	6	75	8	100	7	87.5	6	75	6	75
3	2	25	-	-	1	12.5	2	25	2	25
Total	8	100	8	100	8	100	8	100	8	100
Average	2.25		2		2.12		2.25		2.25	
Brake Fluid (months)										
1	7	87.5	8	100	8	100	8	100	7	87.5
2	1	12.5	-	-	-	-	-	-	1	12.5
Total	8	100	8	100	8	100	8	100	8	100
Average	1.12		1		1		1		1.12	
Clutch Disc (years)										
1	2	25	3	37.5	4	50	2	25	1	12.5
1.5	6	75	5	62.5	4	50	6	75	7	87.5
Total	8	100	8	100	8	100	8	100	8	100
Average	1.37		1.31		1.25		1.37		1.44	
Transmission (years)										
6	-	-	3	37.5	-	-	1	12.5	1	12.5
7	2	25	3	37.5	4	50	5	62.5	2	25
8	6	75	2	25	4	50	2	25	5	62.5
Total	8	100	8	100	8	100	8	100	8	100
Average	7.75		6.87		7.5		7.12		7.5	
Differential (years)										
6	1	12.5	3	37.5	2	25	2	25	1	12.5
7	2	25	3	37.5	4	50	5	62.5	2	25
8	5	62.5	2	25	2	25	1	12.5	5	62.5
Total	8	100	8	100	8	100	8	100	8	100
Average	7.5		6.87		7		6.87		7.5	
Engine Overhaul (years)										
7	2	25	-	-	3	37.5	1	12.5	-	-
8	6	75	8	100	5	62.5	7	87.5	8	100
Total	8	100	8	100	8	100	8	100	8	100
Average	7.75		8		7.6		7.87		8	



Table 8a. continued ...

PARTICULARS	Baguio – Tomay				Baguio – Trinidad				Baguio – Buyagan				Bag – Balili	
	Mag		Bok		Mag		Bok		Mag		Bok		Mag	
	F	%	F	%	F	%	F	%	F	%	F	%	F	%
Wiring (years)														
6	1	12.5	-	-	2	25	-	-	3	37.5	-	-	-	-
7	2	25	-	-	4	50	1	12.5	3	37.5	-	-	3	100
8	5	62.5	8	100	2	25	7	87.5	2	25	8	100	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	7.5		8		7		7.87		6.87		8		7	
Starter Repair (year)														
1	7	87.5	8	100	8	100	7	87.5	8	100	8	100	3	100
2	1	12.5	-	-	-	-	1	12.5	-	-	-	-	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	1.12		1		1		1.12		1		1		1	
Alternator (year)														
1	8	100	8	100	6	75	8	100	8	100	8	100	3	100
2	-	-	-	-	2	-	-	-	-	-	-	-	-	-
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	1		1		1.25		1		1		1		1	
Upholstery (year)														
1	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	1		1		1		1		1		1		1	
Battery (years)														
1.5	2	25	3	37.5	1	12.5	1	12.5	8	100	-	-	1	33.3
2	6	75	5	62.5	7	87.5	7	87.5	-	-	8	100	2	66.7
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	1.87		1.8		1.9		1.9		1.5		2		1.8	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



Table 8b. Repairs and Maintenance Costs (in pesos)

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili	
	Mag	Bok	Mag	Bok	Mag	Bok	Mag	
	F %	F %	F %	F %	F %	F %	F %	
Change Tire (000)								
9	2 25	1 12.5	1 12.5	- -	2 25	- -	3 100	
10	4 50	7 87.5	4 50	6 75	6 75	8 100	- -	
13	2 25	- -	3 37.5	2 25	- -	- -	- -	
Total	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
Average	10.5	9.8	11	10.7	9.7	10	9	
Change Oil (000)								
1.3	8 100	7 87.5	8 100	8 100	7 87.5	6 75	3 100	
1.5	- -	1 12.5	- -	- -	1 12.5	2 25	- -	
Total	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
Average	1.3	1.32	1.3	1.3	1.32	1.35	1.3	
Brake Fluid								
75	3 37.5	4 50	6 75	1 12.5	2 25	2 25	2 66.7	
100	2 25	2 25	- -	7 87.5	4 50	6 75	1 33.3	
125	3 37.5	2 25	2 25	- -	2 25	- -	- -	
Total	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
Average	66.67	93.75	87.5	96.8	100	93.75	83.3	
Clutch Disc (000)								
3.5	2 25	3 37.5	4 50	2 25	1 12.5	- -	- -	
4	6 75	5 62.5	4 50	6 75	7 87.5	8 100	3 100	
Total	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
Average	3.87	3.81	3.75	3.87	3.93	4	4	
Transmission (000)								
20	1 12.5	2 25	- -	2 25	2 25	3 37.5	- -	
23	7 87.5	6 75	8 100	6 75	6 75	5 62.5	3 100	
Total	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
Average	22.6	22.2	23	22.2	22.2	21.8	23	
Differential (000)								
15	6 75	7 87.5	5 62.5	8 100	7 87.5	6 75	3 100	
20	2 25	1 12.5	3 37.5	- -	1 12.5	2 25	- -	
Total	8 100	8 100	8 100	8 100	8 100	8 100	3 100	
Average	16.2	15.6	16.8	15	15.6	16.2	15	
Engine Overhaul (000)								
50	6 75	8 100	8 100	6 75	5 62.5	5 62.5	2 66.7	
60	2 25	- -	- -	2 25	3 37.5	3 37.5	1 33.3	
Total	8 100	8 100	8 100	8 100	8 100	8 100	8 100	
Average	52.5	50	50	52.5	53.7	53.7	53.3	



Table 8b. continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili							
	Mag	Bok	Mag	Bok	Mag	Bok	Mag							
	F %	F %	F %	F %	F %	F %	F %							
Wiring (000)														
4	8	100	8	100	8	100	8	100	3	100				
Total	8	100	8	100	8	100	8	100	3	100				
Average	4		4		4		4		4					
Starter Repair (000)														
4	7	87.5	7	87.5	8	100	5	62.5	8	100	7	87.5	1	33.3
5	1	12.5	1	12.5	-	-	3	37.5	-	-	1	12.5	2	66.7
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	4.1		4.7		4		4.6		4		4.7		4.7	
Alternator (000)														
4.5	8	100	7	87.5	8	100	6	75	8	100	8	100	2	66.7
5	-	-	1	12.5	-	-	2	25	-	-	-	-	1	33.3
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	4.5		4.6		4.5		4.6		4.5		4.5		4.6	
Upholstery (000)														
5	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	5		5		5		5		5		5		5	
Battery (000)														
3	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Total	8	100	8	100	8	100	8	100	8	100	8	100	3	100
Average	3		3		3		3		3		3		3	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage



### Problems Encountered

The common problems met by majority of the respondents in all the different routes as presented in Table 9 were heavy traffic which they mentioned that they were spending more for diesel because of the traffic. Besides, this reduces the number of trips they could have per day. Furthermore, some passengers do not want to ride when there is heavy traffic. They rather walk and this reduces the income of the drivers.

Another common problem mentioned by majority of the respondents was the high price of diesel. This reduces the net income of the drivers. Another one was the delinquent passengers. According to the respondents, there were passengers who do not pay their fare. Some mentioned that one of their problems was on other drivers who were reckless on the road which could result to accident. This could insinuate danger not only to the drivers but also most especially to the passenger customers. Few encountered lazy passengers that even if the jeepney stops at a short distance away from the point where they were suppose to go down, they do not go but have to stop at the exact location where they are to go down. Three drivers from Buyagan route mentioned that they met a problem because of drunken passengers. There are some passengers who do not like to ride when a drunken person is inside the jeepney so that is a reduction in their earning for the day.



Table 9a. Problems encountered by the operator - drivers

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili	
	Mag	Bok	Mag	Bok	Mag	Bok	Mag	Bok
	F %	F %	F %	F %	F %	F %	F %	F %
Traffic	7 87.5	8 100	7 87.5	6 75	5 62.5	3 37.5	2 66.7	
Delinquent Passengers	7 87.5	4 50	5 62.5	7 87.5	5 62.5	8 100	3 100	
High Price of Diesel	4 50	5 62.5	5 62.5	6 75	5 62.5	5 62.5	1 33.3	
Reckless Drivers	5 62.5	1 12.5	5 62.5	- -	4 50	2 25	- -	
Lazy Passengers	- -	- -	1 12.5	- -	- -	4 50	2 66.7	
Drunk Passengers	- -	- -	- -	- -	3 37.5	- -	- -	

Table 9b. Problems encountered by the drivers

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili	
	Mag	Bok	Mag	Bok	Mag	Bok	Mag	Bok
	F %	F %	F %	F %	F %	F %	F %	F %
Traffic	8 100	7 87.5	6 75	5 37.5	8 100	7 87.5	3 100	
High Price of Diesel	6 75	5 62.5	7 87.5	5 62.5	3 37.5	6 75	- -	
Delinquent Passengers	5 62.5	4 50	3 37.5	4 50	3 37.5	- -	- -	
Reckless Drivers	- -	2 25	- -	- -	- -	4 50	- -	
Lazy Passengers	2 25	- -	- -	- -	- -	- -	2 66.7	
Drunk Passengers	- -	- -	- -	2 25	- -	1 12.5	- -	

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan, F – Frequency, % - Percentage





## SUMMARY, CONCLUSION AND RECOMMENDATION

### Summary

This study was conducted to find out the average earning variability among operator–drivers and drivers of jeepneys of some routes plying La Trinidad municipality to Baguio City. There were two types of respondents, the operator – drivers and the drivers. The respondents were separated on by being an operator – driver and by being a driver. They were grouped according to their route of operation. Each divided by having a Magsaysay and Bokawkan group.

The finding showed that the average ages of operator – drivers from the different routes range from 32 to 42 years old. On the other, the drivers were of younger age. The average age of the drivers plying the different routes ranges from 20 to 30 years old. On the average, both the operator – drivers and the drivers reached secondary level of educational attainment. Majority were married except for drivers of Buyagan and Tomay routes where they were generally single. The average number of households was generally higher for operator – drivers.

It was also found out that the average number of trips done per day by the operator – drivers and drivers of different routes is between 8 to 11 trips. Both also usually start their trip from 6 o'clock in the morning to 6 o'clock in the evening. Majority of the drivers mentioned that they share the income from driving with their operator using boundary system. Buyagan routes had the highest boundary average while Balili route had the lowest.

With regard to income variability among operator – drivers, the result shows that Buyagan route from Bokawkan group is the highest where it is followed by the same route



from Magsaysay group. Baguio – Tomay is second among the routes from either Magsaysay or Bokawkan group. Baguio – Balili from the Magsaysay group is third and is followed by Trinidad route.

Repairs and maintenance schedule show that changing tires usually occur in not less than 8 months and not more than 12 months. Change oil is from 2 to 3 months as brake fluid is in 1 to 2 months. Differential, transmission, engine overhaul, engine overhaul, and wiring are long term schedules. Clutch discs, starter, alternator, upholstery and battery have a time span of 1 year to 2 years. Costs of these repairs and maintenance show that those of short time schedule are lesser than the costs of those occurring in years.

The common problems encountered by the operator – drivers including the drivers were heavy traffic, delinquent passengers, high price of diesel, reckless drivers, and lazy as well as drunk passengers.

### Conclusions

1. The prevailing practice being adopted by jeepney operators and drivers in sharing the income from jeepney operation is “boundary” system.
2. All the routes pay a “barkers” fee except those of Balili routes. A certain amount is being paid to dispatchers and this is a deduction from their income. This is an unnecessary expense but it also creates jobs for other people who cannot find a job.
3. There was a variation in the earnings realized by the operator – drivers and even the drivers plying the different route with Buyagan route having the highest the Trinidad route having the lowest.



4. Heavy traffic and high price of diesel were among the common problems encountered by majority of the drivers.

#### Recommendation

1. Since majority of them mentioned traffic where mostly caused by road renovation or widening and the overcrowding of vehicles on the streets, a fixed number of jeepney on every route should be scheduled to reduce or minimize traffic problems.
2. To prevent delinquent passengers from not paying their fare operator - drivers and drivers could employ an assistant who could collect the fares before passengers could board on the jeep.
3. Proper discipline should be observed among drivers. Since they are members of different groups through different routes, officers of these organizations should orient other members about road disciplines. Act upon and give disciplinary actions to violators being complained on.
4. One way to reduce the high cost of diesel for passenger jeepneys is conservation. Proper handling and operation of jeepneys while on the road should be observed. Another one is turn – off the engine if it is necessary.



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## Appendix 1. Statement of Operation of Operator – Drivers

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili
	Mag	Bok	Mag	Bok	Mag	Bok	Mag
<i>Sunday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1120</b>	<b>1219</b>	<b>1100</b>	<b>1114</b>	<b>1421</b>	<b>1443</b>	<b>850</b>
Less: Expenses							
Ave. Daily Diesel Exp.	520	541	493	536	550	521	300
Ave. Daily “Barkers” Exp.	55	31	41	29	42	41	-
<b>Total</b>	<b>575</b>	<b>572</b>	<b>534</b>	<b>565</b>	<b>592</b>	<b>562</b>	<b>300</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>545</b>	<b>647</b>	<b>566</b>	<b>549</b>	<b>829</b>	<b>881</b>	<b>550</b>
<i>Monday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1267</b>	<b>1364</b>	<b>1175</b>	<b>1250</b>	<b>1529</b>	<b>1571</b>	<b>967</b>
Less: Expenses							
Ave. Daily Diesel Exp.	567	600	519	580	586	593	350
Ave. Daily “Barkers” Exp.	55	33	45	24	42	41	-
<b>Total</b>	<b>622</b>	<b>633</b>	<b>564</b>	<b>604</b>	<b>628</b>	<b>634</b>	<b>350</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>645</b>	<b>731</b>	<b>611</b>	<b>646</b>	<b>901</b>	<b>937</b>	<b>617</b>
<i>Tuesday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1320</b>	<b>1319</b>	<b>1080</b>	<b>1179</b>	<b>1508</b>	<b>1571</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	567	608	510	579	593	593	350
Ave. Daily “Barkers” Exp.	57	31	42	31	41	41	-
<b>Total</b>	<b>624</b>	<b>639</b>	<b>552</b>	<b>610</b>	<b>634</b>	<b>634</b>	<b>350</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>696</b>	<b>680</b>	<b>528</b>	<b>569</b>	<b>874</b>	<b>937</b>	<b>650</b>
<i>Wednesday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1267</b>	<b>1310</b>	<b>1100</b>	<b>1129</b>	<b>1500</b>	<b>1571</b>	<b>950</b>
Less: Expenses							
Ave. Daily Diesel Exp.	580	570	500	571	608	579	325
Ave. Daily “Barkers” Exp.	53	31	42	28	41	40	-
<b>Total</b>	<b>633</b>	<b>601</b>	<b>542</b>	<b>599</b>	<b>649</b>	<b>619</b>	<b>325</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>634</b>	<b>709</b>	<b>558</b>	<b>530</b>	<b>851</b>	<b>952</b>	<b>625</b>
<i>Thursday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1308</b>	<b>1358</b>	<b>1200</b>	<b>1208</b>	<b>1521</b>	<b>1588</b>	<b>950</b>
Less: Expenses							
Ave. Daily Diesel Exp.	580	612	520	567	600	594	325
Ave. Daily “Barkers” Exp.	52	33	41	32	41	41	-
<b>Total</b>	<b>632</b>	<b>645</b>	<b>561</b>	<b>599</b>	<b>641</b>	<b>635</b>	<b>325</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>676</b>	<b>713</b>	<b>639</b>	<b>609</b>	<b>880</b>	<b>953</b>	<b>625</b>



## Appendix 1. Continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili
	Mag	Bok	Mag	Bok	Mag	Bok	Mag
<i>Friday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1288</b>	<b>1325</b>	<b>1220</b>	<b>1194</b>	<b>1550</b>	<b>1660</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	575	600	520	575	600	620	342
Ave. Daily “Barkers” Exp.	54	28	49	29	41	41	-
<b>Total</b>	<b>629</b>	<b>628</b>	<b>569</b>	<b>604</b>	<b>641</b>	<b>661</b>	<b>342</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>659</b>	<b>697</b>	<b>651</b>	<b>590</b>	<b>909</b>	<b>999</b>	<b>658</b>
<i>Saturday</i>							
<b>Ave. Daily Gross. Inc.</b>	<b>1125</b>	<b>1175</b>	<b>1100</b>	<b>1150</b>	<b>1381</b>	<b>1386</b>	<b>800</b>
Less: Expenses							
Ave. Daily Diesel Exp.	538	556	493	475	531	500	300
Ave. Daily “Barkers” Exp.	53	31	47	28	41	41	-
<b>Total</b>	<b>591</b>	<b>587</b>	<b>540</b>	<b>503</b>	<b>572</b>	<b>541</b>	<b>300</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>534</b>	<b>588</b>	<b>560</b>	<b>647</b>	<b>809</b>	<b>845</b>	<b>500</b>

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan



## Appendix 2.Statement of Operation of Drivers

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili
	Mag	Bok	Mag	Bok	Mag	Bok	Mag
<i>Sunday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1388</b>	<b>1338</b>	<b>1350</b>	<b>1314</b>	<b>1486</b>	<b>1500</b>	<b>817</b>
Less: Expenses							
Ave. Daily Diesel Exp.	613	494	525	529	564	564	300
Ave. Daily “Barkers” Exp.	36	40	45	39	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1158</b>	<b>1103</b>	<b>1120</b>	<b>1143</b>	<b>1232</b>	<b>1232</b>	<b>650</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>230</b>	<b>235</b>	<b>230</b>	<b>171</b>	<b>254</b>	<b>268</b>	<b>167</b>
<i>Monday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1440</b>	<b>1450</b>	<b>1350</b>	<b>1375</b>	<b>1567</b>	<b>1583</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	620	533	525	538	575	575	350
Ave. Daily “Barkers” Exp.	41	40	45	39	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1170</b>	<b>1142</b>	<b>1120</b>	<b>1152</b>	<b>1243</b>	<b>1243</b>	<b>700</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>270</b>	<b>308</b>	<b>230</b>	<b>223</b>	<b>324</b>	<b>340</b>	<b>300</b>
<i>Tuesday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1425</b>	<b>1480</b>	<b>1400</b>	<b>1350</b>	<b>1620</b>	<b>1620</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	625	560	570	533	590	590	350
Ave. Daily “Barkers” Exp.	39	40	46	39	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1173</b>	<b>1169</b>	<b>1166</b>	<b>1147</b>	<b>1258</b>	<b>1258</b>	<b>700</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>252</b>	<b>311</b>	<b>234</b>	<b>203</b>	<b>362</b>	<b>362</b>	<b>300</b>
<i>Wednesday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1457</b>	<b>1458</b>	<b>1413</b>	<b>1371</b>	<b>1575</b>	<b>1588</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	621	550	562	543	581	581	350
Ave. Daily “Barkers” Exp.	34	41	44	39	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1164</b>	<b>1160</b>	<b>1156</b>	<b>1157</b>	<b>1249</b>	<b>1249</b>	<b>700</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>293</b>	<b>298</b>	<b>257</b>	<b>214</b>	<b>326</b>	<b>339</b>	<b>300</b>



## Appendix 2. Continued ...

PARTICULARS	Baguio – Tomay		Baguio – Trinidad		Baguio – Buyagan		Bag – Balili
	Mag	Bok	Mag	Bok	Mag	Bok	Mag
<i>Thursday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1433</b>	<b>1436</b>	<b>1413</b>	<b>1383</b>	<b>1550</b>	<b>1567</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	600	543	563	533	581	581	350
Ave. Daily “Barkers” Exp.	31	39	44	40	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1140</b>	<b>1151</b>	<b>1157</b>	<b>1148</b>	<b>1249</b>	<b>1249</b>	<b>700</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>293</b>	<b>285</b>	<b>256</b>	<b>235</b>	<b>301</b>	<b>318</b>	<b>300</b>
<i>Friday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1500</b>	<b>1444</b>	<b>1425</b>	<b>1375</b>	<b>1575</b>	<b>1588</b>	<b>1000</b>
Less: Expenses							
Ave. Daily Diesel Exp.	613	538	567	538	581	581	350
Ave. Daily “Barkers” Exp.	34	40	40	39	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1156</b>	<b>1147</b>	<b>1157</b>	<b>1152</b>	<b>1249</b>	<b>1249</b>	<b>700</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>344</b>	<b>297</b>	<b>268</b>	<b>223</b>	<b>326</b>	<b>339</b>	<b>300</b>
<i>Saturday</i>							
<b>Ave. Daily Gross Inc.</b>	<b>1483</b>	<b>1306</b>	<b>1236</b>	<b>1350</b>	<b>1475</b>	<b>1500</b>	<b>800</b>
Less: Expenses							
Ave. Daily Diesel Exp.	625	481	464	525	538	550	300
Ave. Daily “Barkers” Exp.	40	41	44	39	40	40	-
Ave. Boundary/Per. Exp.	509	569	550	575	628	628	350
<b>Total</b>	<b>1174</b>	<b>1091</b>	<b>1058</b>	<b>1139</b>	<b>1206</b>	<b>1218</b>	<b>650</b>
<b>Ave. Daily Net Inc. (P)</b>	<b>309</b>	<b>215</b>	<b>178</b>	<b>211</b>	<b>269</b>	<b>282</b>	<b>150</b>

Legend: Bag – Baguio, Mag – Magsaysay, Bok – Bokawkan





## SURVEY QUESTIONNAIRE FOR DRIVERS

## A. General Information

1. Name: \_\_\_\_\_ Age: \_\_\_\_\_
2. Sex:         Male         Female
3. Educational Attainment  
 Elementary         High School         College         Vocational
4. Civil Status:         Single         Married         Others (specify) \_\_\_\_\_
5. Number of Years in Driving: \_\_\_\_\_
6. Number of Household members: \_\_\_\_\_
7. Number of Travels per day: \_\_\_\_\_
8. Jeepney Route: \_\_\_\_\_
9. Seat Capacity:         19         21
10. Income sharing system:         boundary system         percentage system (operator – driver)  
Amount: \_\_\_\_\_  
 70 – 30  
 65 – 35  
 60 – 40  
 others (specify) \_\_\_\_\_
11. What time when passengers are high and low? (check when high and mark X if low)
- |                                     |                                      |                                      |                                     |
|-------------------------------------|--------------------------------------|--------------------------------------|-------------------------------------|
| <input type="checkbox"/> 5 – 6 A.M  | <input type="checkbox"/> 6 – 7 A.M   | <input type="checkbox"/> 7 – 8 A.M   | <input type="checkbox"/> 8 – 9 A.M  |
| <input type="checkbox"/> 9 – 10 A.M | <input type="checkbox"/> 10 – 11 A.M | <input type="checkbox"/> 11 – 12 A.M | <input type="checkbox"/> 12 – 1 A.M |
| <input type="checkbox"/> 1 – 2 P.M  | <input type="checkbox"/> 2 – 3 P.M   | <input type="checkbox"/> 3 – 4 P.M   | <input type="checkbox"/> 4 – 5 P.M  |
| <input type="checkbox"/> 5 – 6 P.M  | <input type="checkbox"/> 6 – 7 P.M   | <input type="checkbox"/> 7 – 8 P.M   |                                     |



## B. Income and Expense

### 1. Average Daily Gross Income (put X on number coding schedule)

S	M	T	W	TH	F	S

### 2. Average Daily Diesel Expense (put X on number coding schedule)

S	M	T	W	TH	F	S

### 3. Average Daily “Barkers” Expense (put X on number coding schedule)

S	M	T	W	TH	F	S

### 4. Who takes care of repair and maintenance?

operator only       driver only       both

### 5. If both, what is the arrangement? (Operator – driver)

70 – 30       65 – 35       60 – 40       50 – 50       others (specify) \_\_\_\_\_

## C. Problems Encountered (Please enumerate if any)

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_



## SURVEY QUESTIONNAIRE FOR OPERATOR – DRIVERS

### A. General Information

1. Name: \_\_\_\_\_ Age: \_\_\_\_\_

2. Sex:         Male         Female

### 3. Educational Attainment

Elementary         High School         College         Vocational

4. Civil Status:         Single         Married         Others (specify) \_\_\_\_\_

5. Number of Years in Driving: \_\_\_\_\_

6. Number of Household members: \_\_\_\_\_

7. Number of Travels per day: \_\_\_\_\_

8. Jeepney Route: \_\_\_\_\_

9. Seat Capacity:         19         21

10. What time when passengers are high and low? (check when high and mark x if low)

5 – 6 A.M         6 – 7 A.M         7 – 8 A.M         8 – 9 A.M

9 – 10 A.M         10 – 11 A.M         11 – 12 A.M         12 – 1 A.M

1 – 2 P.M         2 – 3 P.M         3 – 4 P.M         4 – 5 P.M

5 – 6 P.M         6 – 7 P.M         7 – 8 P.M

### B. Income and Expense

1. Average Daily Gross Income (put X on number coding schedule)

S	M	T	W	TH	F	S



## 2. Average Daily Diesel Expense (put X on number coding schedule)

S	M	T	W	TH	F	S

## 3. Average Daily “Barkers” Expense (put X on number coding schedule)

S	M	T	W	TH	F	S

## 4. Repairs and Maintenance

Particulars	Frequency	Cost
Change of Tire		
Change Oil		
Brake Fluid		
Clutch discs		
Transmission		
Differential		
Engine Overhaul		
Wiring		
Starter Repair		
Alternator		
Upholstery		
Battery		



C. Problems Encountered (Please enumerate if any)

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_

