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## COMBATING DISTRACTED DRIVING: EVALUATING THE EFFECTIVENESS OF REPUBLIC ACT NO. 10913 IN ENHANCING ROAD SAFETY

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### Abstract

Distracted driving has emerged as a significant contributor to road accidents, largely because of the growing use mobile phones and electronic devices while driving. This study assessed the effectiveness of Republic Act No. 10913 of in enhancing road safety and mitigating distracted driving incidents. Specifically, the study explored the demographic profile of respondents, their evaluation of the law's effectiveness in terms of awareness and understanding, enforcement and implementation, and its impact on reducing traffic accidents. Additionally, this study identified the challenges encountered in implementing the law and proposed an action plan to bolster road safety measures. A quantitative descriptive-correlational research design was employed, involving fifty (50) respondents, including drivers and traffic enforcers. Data were collected through survey questionnaires and analyzed using frequency distribution, percentage, weighted mean, standard deviation, Mann-Whitney U-Test, analysis of variance (ANOVA), and regression analysis. The findings indicated that respondents perceived Republic Act No. 10913 as "Very Effective" in promoting awareness, enhancing enforcement, and reducing traffic accidents. No significant difference was observed between the drivers and traffic enforcers' assessments. Regression analysis further suggested that awareness and enforcement significantly influenced the law's effectiveness, whereas implementation challenges adversely affected road safety outcomes. The study concluded that strengthening law enforcement, conducting public awareness campaigns, and improving traffic infrastructure are crucial for enhancing the effectiveness of Republic Act No. 10913 and promoting safer roads in the Philippines.

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## Introduction

Distracted driving is a major issue worldwide, mainly because more people are using mobile phones and electronic gadgets while driving. Research shows that when drivers are distracted, their attention, reaction time, and decision-making are affected, which increases the chances of accidents and even fatalities. To tackle this, many countries have rolled out strict laws against distracted driving, launched road safety campaigns, and introduced technology-based monitoring systems to make roads safer and reduce accidents. However, studies indicate that the effectiveness of these measures depends on how strictly the laws are enforced, how well drivers follow them, and how aware the public is (Debsi et al., 2024; Calleo et al., 2025).

In the Philippines, distracted driving remains a major factor in the increasing number of road accidents. To combat this, the government passed Republic Act No. 10913, which banned the use of mobile devices while driving. However, even with this law in place, there are still hurdles, such as inconsistent enforcement, limited public awareness, and weak compliance. Agencies such as the Land Transportation Office and the Metropolitan Manila Development Authority are working hard to boost road safety programs; however, studies continue to point out gaps in awareness, enforcement, and the effectiveness of these measures are being implemented (Rejali et al., 2024).

At the local level, increasing traffic congestion and vehicle volume have heightened concerns regarding road safety. The ongoing use of mobile phones while driving, along with inconsistent traffic law enforcement, inadequate signage, poor street lighting, and limited monitoring systems, appears to contribute to road accidents and traffic violations. While Republic Act No. 10913 was enacted to reduce distracted driving and enhance road safety, existing studies seem to focus primarily on awareness and compliance rather than the law's effectiveness in reducing road accidents. Furthermore, few studies have compared the perspectives of drivers and traffic enforcers on law enforcement and implementation challenges. Therefore, a localized and comprehensive study examining awareness, enforcement, driver behavior, and accident reduction is needed. Such a study could provide valuable evidence-based recommendations for improving road safety and strengthening the implementation of Republic Act No. 10913.

Although Republic Act No. 10913 has been implemented, there are still insufficient local studies that examine how well it works to reduce road

accidents and ensure that drivers follow the rules. Most of the research conducted mainly looks at how aware drivers are and how much they comply, but it does not really get into how the law is actually affecting accident rates and how efficiently it is being enforced (Rejali et al., 2024). Moreover, there are not many studies that compare what drivers and traffic enforcers think about the challenges, effectiveness, and practicality of the law (Truelove et al., 2023). We are also missing local programs and strategies that tackle distracted driving by combining enforcement, education, and technological innovations. Many past studies have examined awareness, enforcement, and accident reduction separately, which means that we do not fully understand how these factors work together to improve road safety. Therefore, there is a need for a more thorough and local study that brings together enforcement practices, driver behavior, accident reduction efforts, and what stakeholders think. By doing this, the study aims to help improve traffic safety policies, make Republic Act No. 10913 more effective, and offer evidence-based suggestions for reducing distracted driving and making roads safer.

## Research Questions

This study aimed to evaluate the effectiveness of Republic Act No. 10913, also known as the Anti-Distracted Driving Act, in reducing road accidents in the Philippines. Specifically, this study sought to answer the following research questions.

1. What is the demographic profile of the respondents in terms of:
  - 1.1 Age;
  - 1.2 Sex;
  - 1.3 Highest Educational Attainment; and
  - 1.4 Length of Service/Years of Driving Experience?
2. How do the respondents assess the effectiveness of Republic Act No. 10913 in terms of:
  - 2.1 Awareness and Understanding of the Law;
  - 2.2 Enforcement and Implementation; and
  - 2.3 Effectiveness in Reducing Traffic Accidents?
3. Is there a significant difference in the respondents' assessment of the effectiveness of Republic Act No. 10913 in terms of awareness and understanding of the law, enforcement and implementation, and effectiveness in reducing traffic accidents?
4. What problems are encountered in the implementation of Republic Act No. 10913 in relation to road safety and traffic

enforcement?

5. What action plans or intervention measures can be proposed to enhance the implementation and effectiveness of Republic Act No. 10913?

## Methodology

### 2.1 Research Design

This study used a quantitative descriptive-correlational research design to evaluate the effectiveness of Republic Act No. 10913 in enhancing road safety and reducing traffic accidents. The descriptive approach was used to determine the respondents' assessment of awareness and understanding of the law, enforcement and implementation, effectiveness in reducing traffic accidents, and problems encountered during implementation. A correlational approach was applied to determine the relationship among the variables affecting the effectiveness of the law. The researchers gathered quantitative data through survey questionnaires and analyzed the results using appropriate statistical tools.

### 2.2 Locale of the Study

The study was conducted in Novaliches, Quezon City, Philippines. The area was selected because of its heavy traffic flow, increasing number of motorists, and frequent road safety concerns related to distraction. Novaliches was considered an appropriate locale for the study because traffic violations and distracted driving incidents are commonly observed within the area, making it suitable for assessing the implementation of Republic Act No. 10913.

### 2.3 Respondents of the Study

The respondents of the study consisted of fifty (50) participants composed of forty (40) drivers and ten (10) traffic enforcers. The drivers included individuals who regularly traveled within the study area, and the traffic enforcers were assigned to monitor traffic and implement road safety regulations. Their responses provided relevant information regarding awareness, compliance, enforcement, and effectiveness of Republic Act No. 10913.

### 2.4 Sample and Sampling Procedure

The study employed simple random sampling to select the respondents. This sampling technique ensured that all qualified participants had an equal chance of being selected for the study. The researchers randomly approached drivers and traffic enforcers within the selected locale who were willing to participate in the survey and obtained their consent. This method minimized bias and improved the reliability of the data

gathered.

### 2.5 Research Instrument

The researchers used a structured survey questionnaire as their primary research instrument. The questionnaire was divided into three parts: the respondents' demographic profile, assessment of the effectiveness of Republic Act No. 10913, and problems encountered during its implementation. A four-point Likert scale was used to measure the respondents' perceptions. The instrument was validated by experts to ensure clarity, relevance, and reliability before being distributed to the respondents.

### 2.6 Data Gathering Procedure

Before conducting the study, the researchers obtained permission from the appropriate authorities. After approval, the researchers personally distributed the survey questionnaires to respondents. The objectives and purpose of the study were explained clearly, and the respondents were informed that their participation was voluntary. After the respondents completed the questionnaires, the researchers retrieved, checked, organized, and prepared the data for statistical analysis.

### 2.7 Data Analysis Techniques

The data gathered in this study were analyzed using descriptive and inferential statistics. Frequency distribution and percentages were used to describe the respondents' demographic profiles. Weighted mean, standard deviation, and coefficient of variation were utilized to determine the respondents' assessment of the effectiveness of Republic Act No. 10913. The Mann-Whitney U-Test was employed to determine the significant differences between drivers and traffic enforcers. Analysis of Variance (ANOVA) and regression analyses were also used to identify the factors affecting the law's effectiveness. All statistical analyses were interpreted at a significance level of 0.05.

### 2.8 Ethical Considerations

The researchers strictly adhered to ethical standards throughout the study. Respondents were informed of the objectives and significance of the study before participation. Participation was voluntary, and the respondents were assured that their responses would remain confidential and would be used only for academic purposes. The researchers ensured honesty, transparency, and proper acknowledgment of all sources used in this study.

## Result and Discussion

Table 1 Demographic Profile of the Respondents

| Variables                            | Category               | Frequency (f) | Percentage (%) |
|--------------------------------------|------------------------|---------------|----------------|
| Respondents                          | Drivers                | 40            | 80.00          |
|                                      | Traffic Enforcers      | 10            | 20.00          |
| Age                                  | 18–25 Years Old        | 29            | 58.00          |
|                                      | 26–33 Years Old        | 5             | 10.00          |
|                                      | 34–41 Years Old        | 6             | 12.00          |
|                                      | 42–50 Years Old        | 5             | 10.00          |
|                                      | 51 Years Old and Above | 5             | 10.00          |
| Sex                                  | Male                   | 27            | 54.00          |
|                                      | Female                 | 23            | 46.00          |
| Highest Educational Attainment       | College Level          | 2             | 4.00           |
|                                      | High School Graduate   | 13            | 26.00          |
|                                      | High School Level      | 19            | 38.00          |
|                                      | Elementary Graduate    | 7             | 14.00          |
|                                      | Others                 | 8             | 16.00          |
|                                      | None                   | 1             | 2.00           |
| Length of Service/Driving Experience | 10 Years and Above     | 17            | 34.00          |
|                                      | 7–9 Years              | 8             | 16.00          |
|                                      | 4–6 Years              | 9             | 18.00          |
|                                      | 1–3 Years              | 8             | 16.00          |
|                                      | Less than a Year       | 8             | 16.00          |
| Total                                |                        | 50            | 100.00         |

Table 1 outlines the demographic characteristics of the

participants, focusing on their classification, age, gender, highest level of education, and years of service or driving experience. Drivers made up the majority, accounting for 80.00% of the participants, while traffic enforcers accounted for 20.00%. The 18–25 years age group was the most represented, with 58.00% of respondents, highlighting a significant presence of younger adults in the study. The number of male participants slightly exceeded that of female participants, accounting for 54.00% and 46.00%, respectively. In terms of educational background, the largest segment of respondents was at the high school level, comprising 38.00%, followed by high school graduates at 26.00%. Regarding service length or driving experience, those with 10 or more years of experience had the highest representation (34.00 %). These results indicate that the respondents had ample exposure and experience pertinent to evaluating the effectiveness of Republic Act No. 10913.

Table 2 Assessment of the Effectiveness of Republic Act No. 10913

| Variables                                   | Composite Weighted Mean | SD   | CV (%) | Rank | Verbal Interpretation |
|---------------------------------------------|-------------------------|------|--------|------|-----------------------|
| Awareness and Understanding of the Law      | 3.38                    | 0.72 | 21.30  | 1.5  | Very Effective        |
| Enforcement and Implementation              | 3.38                    | 0.70 | 20.71  | 1.5  | Very Effective        |
| Effectiveness in Reducing Traffic Accidents | 3.38                    | 0.74 | 21.89  | 1.5  | Very Effective        |

The evaluation of Republic Act No. 10913 consistently shows a positive assessment across key factors related to its influence on road safety, particularly concerning the use of mobile phones while driving. The composite weighted means for Awareness and Understanding of the Law, Enforcement and Implementation, and Effectiveness in Reducing Traffic Accidents each scored 3.38, reflecting a unanimous view of the law as "Very Effective" in these areas. The relatively low standard deviations and coefficients of variation further

highlight the uniformity of these perceptions among the respondents. This favorable evaluation aligns with broader research suggesting that targeted legal frameworks addressing mobile phone use can affect driver behavior and help reduce accidents, although empirical evidence on actual accident impacts remains limited in many contexts. While Republic Act No. 10913 shows strong results in raising awareness and enhancing enforcement, challenges remain, such as enforcement variability between urban and rural areas and the difficulty of sustaining behavior change solely through legislation (Truelove et al., 2023). Moreover, studies indicate that while awareness and legal measures are crucial, their success in significantly decreasing accidents depends on rigorous enforcement and public acceptance (Čolić et al., 2022). In conclusion, Republic Act No. 10913 is effective in enhancing legal understanding, enforcement consistency, and perceived accident reduction. However, ongoing evaluation incorporating empirical accident data and integrating technological and educational interventions may enhance its impact and address the remaining challenges in managing distracted driving (Calleo et al., 2025).

Table 3. Significant Difference in the Respondents' Assessment on the Effectiveness of Republic Act No. 10913

| Variab<br>les                                                    | Dri<br>ver<br>s | Traf<br>fic<br>Enfo<br>rcers | U-<br>va<br>lu<br>e | p-<br>va<br>lu<br>e | Interpr<br>etation                      | Dec<br>isio<br>n |
|------------------------------------------------------------------|-----------------|------------------------------|---------------------|---------------------|-----------------------------------------|------------------|
| Aware<br>ness and<br>Underst<br>anding<br>of the<br>Law          | 121<br>–<br>126 | 36–<br>39                    | 24<br>3             | 0.<br>37<br>1       | No<br>Signifi<br>cant<br>Differ<br>ence | Acc<br>ept<br>Ho |
| Enforce<br>ment<br>and<br>Implem<br>entation                     | 131<br>–<br>134 | 38–<br>40                    | 27<br>8             | 0.<br>84<br>9       | No<br>Signifi<br>cant<br>Differ<br>ence | Acc<br>ept<br>Ho |
| Effectiv<br>eness in<br>Reduci<br>ng<br>Traffic<br>Accide<br>nts | 131<br>–<br>135 | 37–<br>40                    | 26<br>3             | 0.<br>62<br>2       | No<br>Signifi<br>cant<br>Differ<br>ence | Acc<br>ept<br>Ho |

The evaluation of respondents' opinions on the effectiveness of Republic Act No. 10913 showed no notable differences between drivers and traffic enforcers across all assessed variables. Specifically, the U-values for Awareness and Understanding of the Law (243,  $p = 0.371$ ), Enforcement and Implementation (278,  $p = 0.849$ ), and Effectiveness in Reducing Traffic Accidents (263,  $p = 0.622$ ) indicate a lack of statistical significance, resulting in the acceptance of the null hypothesis in each case. This indicates that both groups share similar views on the law's impact on these areas. These results suggest that both drivers and enforcers perceive Republic Act No. 10913 as effective in enhancing awareness, enforcing regulations, and decreasing traffic accidents, highlighting a mutual understanding of its advantages. Such a consensus is crucial for the law's overall effectiveness, as differing perceptions could hinder enforcement efforts or public adherence. However, broader research indicates that while legal frameworks such as RA 10913 are important, legal measures alone often fall short in addressing distracted driving without additional enforcement, education, and technological support (Calleo et al., 2025). Moreover, context-specific interventions, such as driver attention monitoring systems, have shown potential in reducing risky smartphone use behaviors but require further validation across various settings (Kujala et al., 2024). In summary, the absence of perceptual differences between drivers and enforcers bolsters the law's credibility but also highlights the necessity for comprehensive strategies that combine consistent enforcement, awareness initiatives, and technology-driven solutions to effectively improve road safety.

Table 4 Problems Encountered in Implementing Republic Act No. 10913

| Problems Encountered                             | W<br>M   | SD       | VI                    |
|--------------------------------------------------|----------|----------|-----------------------|
| Consistent funding for safety programs           | 3.3<br>2 | 0.7<br>1 | Very<br>Effectiv<br>e |
| Regularly implemented checkpoints and patrols    | 3.3<br>3 | 0.6<br>9 | Very<br>Effectiv<br>e |
| Long-term plans for infrastructure improvement   | 3.2<br>5 | 0.7<br>4 | Effectiv<br>e         |
| Partnerships with local traffic bureaus and NGOs | 3.4<br>3 | 0.6<br>5 | Very<br>Effectiv<br>e |
| Documentation/Monitori                           | 3.2      | 0.7      | Very                  |

|                                                        |      |      |                    |
|--------------------------------------------------------|------|------|--------------------|
| ng of accident-prone areas                             | 8    | 2    | Effectiv<br>e      |
| Visibility of traffic enforcers in school zones        | 3.20 | 0.77 | Effectiv<br>e      |
| Distribution of educational materials on road safety   | 3.22 | 0.75 | Effectiv<br>e      |
| Installation of adequate street lighting and signage   | 3.15 | 0.81 | Effectiv<br>e      |
| Immediate response to road-related emergencies         | 3.27 | 0.73 | Very Effectiv<br>e |
| Conduct of seminars for public utility vehicle drivers | 3.18 | 0.79 | Effectiv<br>e      |
| Composite Weighted Mean                                | 3.26 | 0.74 | Very Effectiv<br>e |

Table 4 outlines the challenges faced during the execution of the Republic Act No. 10913. The results showed a composite weighted mean of 3.26 with a standard deviation of 0.74, which is verbally classified as “Very Effective.” This suggests that respondents generally perceive implementation efforts and road safety initiatives as effective, despite some challenges. Among the indicators, “Partnerships with local traffic bureaus and NGOs” achieved the highest weighted mean of 3.43, indicating that collaboration among agencies and organizations significantly enhances traffic law enforcement and road safety. This aligns with the findings of Candra et al. (2025), who highlighted the significance of coordinated enforcement efforts in boosting traffic law compliance. Conversely, “Installation of adequate street lighting and signage” had the lowest weighted mean of 3.15, indicating that infrastructural limitations are a concern for road safety. This observation is consistent with the study by Masatu et al. (2022), who underscored the importance of effective road signs and monitoring systems in reducing accidents and enhancing driver awareness. The findings further suggest that although Republic Act No. 10913 effectively promotes safer driving practices, ongoing improvements in enforcement, infrastructure, funding, and public awareness programs are essential to bolster road safety and minimize distracted driving incidents.

Table 5 Analysis of Variance on the Respondents’ Assessment According to Demographic Profile

|           |    |    |             |        |
|-----------|----|----|-------------|--------|
| Variables | F- | p- | Interpretat | Decisi |
|-----------|----|----|-------------|--------|

|                                             |           |           |                 |           |
|---------------------------------------------|-----------|-----------|-----------------|-----------|
|                                             | valu<br>e | valu<br>e | ion             | on        |
| Awareness and Understanding of the Law      | 2.41      | 0.047     | Significant     | Reject Ho |
| Enforcement and Implementation              | 1.88      | 0.112     | Not Significant | Accept Ho |
| Effectiveness in Reducing Traffic Accidents | 2.65      | 0.039     | Significant     | Reject Ho |

The Analysis of Variance (ANOVA) conducted on respondents' evaluations of the effectiveness of Republic Act No. 10913, based on demographic profiles, presents varied results. Regarding Awareness and Understanding of the Law, an F-value of 2.41 and a p-value of 0.047 indicate a statistically significant difference among demographic groups, leading to the rejection of the null hypothesis. This implies that respondents' awareness and comprehension of the law significantly differ according to demographic characteristics, supporting research that highlights the impact of demographic factors on perceptions and behaviors toward regulations and enforcement(Muley et al., 2024). Factors such as education level, gender, and personal experience can shape how laws are perceived and internalized, thereby affecting awareness. Conversely, for Enforcement and Implementation, the F-value of 1.88 and p-value of 0.112 suggest no significant differences based on demographic profiles. This may indicate that perceptions of enforcement effectiveness are consistent across different demographic groups, suggesting that enforcement is viewed similarly across these groups(Candra et al., 2025). It also highlights potential areas for improvement in communicating enforcement efforts to diverse demographics to enhance the uniformly perceived legitimacy. Lastly, the Effectiveness in Reducing Traffic Accidents shows a significant F-value of 2.65 with p = 0.039, indicating demographic differences in perceptions of the law's impact on reducing accidents. This aligns with findings that demographic factors influence risk perception and safety attitudes, which mediate assessments of traffic law effectiveness(Anggia et al., 2022; Ologunagba et al., 2025). Overall, these findings emphasize the need for targeted awareness and educational strategies that

consider demographic diversity to enhance the law's overall acceptance and impact.

Table 6 Regression Analysis of Factors Affecting the Effectiveness of Republic Act No. 10913

| Predictor Variables                    | Beta Coefficient | t-value | p-value | Interpretation        |
|----------------------------------------|------------------|---------|---------|-----------------------|
| Awareness and Understanding of the Law | 0.42             | 3.21    | 0.002   | Significant Predictor |
| Enforcement and Implementation         | 0.51             | 4.15    | 0.001   | Significant Predictor |
| Problems Encountered                   | -0.29            | -2.44   | 0.018   | Significant Predictor |
| Model Summary                          |                  | Value   |         |                       |
| R                                      |                  | 0.81    |         |                       |
| R <sup>2</sup>                         |                  | 0.66    |         |                       |
| Adjusted R <sup>2</sup>                |                  | 0.63    |         |                       |

Table 6 displays the regression analysis of the factors influencing the success of Republic Act No. 10913. The results indicate that both awareness and comprehension of the law ( $\beta = 0.42$ ,  $p = 0.002$ ) and its enforcement and implementation ( $\beta = 0.51$ ,  $p = 0.001$ ) were significant positive predictors of the law's effectiveness in decreasing traffic accidents. This suggests that increased awareness and stronger enforcement lead to enhanced road safety and better driver compliance. Conversely, issues faced during implementation had a negative impact on the law's effectiveness ( $\beta = -0.29$ ,  $p = 0.018$ ), implying that obstacles such as insufficient infrastructure, inconsistent enforcement, and limited public education might diminish the effectiveness of road safety initiatives. The model achieved an  $R^2$  value of 0.66, signifying that 66% of the variation in the effectiveness of the Act No. 10913 was accounted for by the predictor variables in the study. These findings align with those of Rejali et al. (2024), who highlighted that awareness and effective enforcement significantly affect driver compliance and road safety behavior. Similarly, Calleo et al. (2025) emphasized that ongoing enforcement and public education are crucial for

reducing distracted driving and enhancing traffic safety outcomes. Overall, the results suggest that bolstering public awareness, enhancing law enforcement, and addressing implementation challenges are vital for improving the effectiveness of Republic Act No. 10913 and promoting safer road use.

Table 7 Proposed Action Plan for Enhancing the Implementation of Republic Act No. 10913

| Identified Problems                                             | Campaign Activity                 | Objectives                                                                    | Implementor                                      | Budget      | Timeline   | Beneficiary                          |
|-----------------------------------------------------------------|-----------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------|-------------|------------|--------------------------------------|
| High incidence of distracted driving among PUV/Tricycle drivers | Hands on the Wheel Seminar Series | To educate transport groups on RA 10913 provisions and safe driving practices | QC-TT MD, TO DA Leaders                          | PHP 150,000 | 3–6 Months | Tricycle and Jeepney Drivers         |
| Low public awareness of distracted driving definitions          | Digital Road Safety Info - Drive  | To increase awareness through social media campaigns                          | QC Public Affairs Department, Barangay Officials | PHP 80,000  | Ongoing    | Commutees and Private Vehicle Owners |
| Inconsistent                                                    | Smart                             | To strengthen                                                                 | QCPD,                                            | PHP         | 1 Year     | All Road                             |

|                                                                              |                                                                  |                                                                                                                   |                                                           |                              |                        |                                                          |
|------------------------------------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|------------------------------|------------------------|----------------------------------------------------------|
| ent<br>enfor<br>ceme<br>nt in<br>high-<br>traffi<br>c<br>areas               | Surv<br>eilla<br>nce<br>and<br>Enfo<br>rcer<br>Trai<br>ning      | gthe<br>n<br>mon<br>itori<br>ng<br>and<br>enfo<br>rce<br>men<br>t<br>capa<br>biliti<br>es                         | LTO                                                       | 500<br>,00<br>0              | r                      | User<br>s                                                |
| High<br>accid<br>ent<br>rates<br>invol<br>ving<br>deliv<br>ery<br>rider<br>s | Deliv<br>ery<br>Safe<br>ty<br>Part<br>ners<br>hip<br>Prog<br>ram | To<br>prov<br>ide<br>com<br>plia<br>nce<br>train<br>ing<br>for<br>deliv<br>ery<br>rider<br>s                      | DTI,<br>Deliv<br>ery<br>App<br>Oper<br>ators              | PH<br>P<br>200<br>,00<br>0   | 6–<br>12<br>Mo<br>nths | Deliv<br>ery<br>Ride<br>rs                               |
| Lack<br>of<br>local<br>ized<br>accid<br>ent<br>data                          | Roa<br>d<br>Inci<br>dent<br>Data<br>base                         | To<br>esta<br>blish<br>a<br>local<br>ized<br>mon<br>itori<br>ng<br>syst<br>em<br>for<br>road<br>acci<br>dent<br>s | QC-<br>TT<br>MD,<br>PNP<br>,<br>Heal<br>th<br>Cent<br>ers | PH<br>P<br>120<br>,00<br>0   | Ong<br>oin<br>g        | Polic<br>yma<br>kers<br>and<br>Urba<br>n<br>Plan<br>ners |
| Total<br>Initia<br>l<br>Budg<br>et                                           |                                                                  |                                                                                                                   |                                                           | PH<br>P<br>1,0<br>50,<br>000 |                        |                                                          |

Table 7 outlines the suggested action plan aimed at enhancing the execution of Republic Act No. 10913 and advancing road safety. The proposed strategies encompass seminars for drivers of public utility vehicles and tricycles, digital campaigns to raise road

safety awareness, training for surveillance and enforcement, partnership initiatives for delivery riders, and the creation of a localized road incident database. These initiatives are designed to boost driver awareness, reinforce traffic law enforcement, enhance adherence to road safety rules, and decrease incidents of distracted driving. The findings underscore the significance of ongoing education and coordinated enforcement efforts in improving driver behavior and traffic safety. As noted by Calleo et al. (2025), public education campaigns and consistent enforcement strategies effectively reduce the risk of distracted driving and encourage safer driving habits. Similarly, Kujala et al. (2024) highlighted that technological interventions and awareness programs play crucial roles in enhancing driver focus and minimizing unsafe driving behaviors. Overall, the proposed action plan emphasizes the necessity of collaboration among government agencies, transport organizations, and local communities to bolster the implementation of Republic Act No. 10913 and ensure road safety for all drivers and passengers.

### Conclusion and Recommendation

The study determined that Republic Act No. 10913 effectively enhances road safety and decreases incidents of distracted driving. Participants rated the law as "Very Effective" in terms of awareness, enforcement, and its impact on reducing traffic accidents. The results also indicate that both drivers and traffic enforcers held similar views on the law's effectiveness. Additionally, awareness and proper enforcement were highlighted as crucial elements for boosting road safety and ensuring driver compliance.

Based on these findings, it is advisable for government bodies and traffic authorities to bolster the implementation of Republic Act No. 10913 by enforcing stricter measures, maintaining ongoing road safety campaigns, and regularly monitoring traffic violations. Public awareness initiatives and seminars should be organized to inform drivers of the risks of distracted driving. Furthermore, enhancements in road signage, street lighting, and monitoring systems should be prioritized to improve road safety.

This study had several limitations. It included only a small number of participants from a specific area, which may limit the generalizability of the results. The research also depended on survey questionnaires and respondents' personal perceptions. Moreover, it did not incorporate actual traffic accident records or long-term observation. Future research could involve larger samples, multiple locations, and additional variables to offer a more thorough assessment of the effectiveness

of Republic Act No. 10913.

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