Strategies of the Implemented anti – Motorcycle Riding – In – Tandem Ordinance of one City in the Philippines

Rowena A. Pila
Rizal Technological University, Philippines
wengpila2000@gmail.com

Abstract - *The objective of the study is primarily to assess the extent of effectiveness of the implementation of the anti- motorcycle – riding – in tandem ordinance in Mandaluyong City for the years 2014- 2017. The researcher used qualitative analysis of the data gathered based on the accomplishment reports of the Philippine National Police of Mandaluyong City. It also used quantitative analysis through survey questionnaires among the respondents to assess the extent of effectiveness in the strategies implemented the anti – motorcycle riding – in tandem ordinance in Mandaluyong City. The total participants are 536 local residents identified by the barangay officials.*

Strong support of the local officials' and additional budget for the Philippine National Police is essential for the success of the implemented ordinance and an active involvement of the stakeholders is the best strategies in reducing criminalities. Public dialogue, information dissemination and consultative policies of the PNP officers and local officials within the community are effective for the awareness of the implemented ordinance. The researcher encourages continuing the ordinance and adopting as a national policy to reduce the riding – in tandem criminals across the country. Finally, the study revealed collaboration of the PNP and the community is the best way in solving criminality. Furthermore, it is encourage continuing the ordinance and adopting as a national policy to reduce the riding – in – tandem criminals across the country.

Keywords: *Anti – Motorcycle Riding – In – Tandem, Effective ness, Ordinance, Philippine National Police, Strategies*

INTRODUCTION

Motorcycle is a popular mode of transportation in several countries. It recognized as an efficient, cost – saving mode of transportation. Unfortunately the used of motorcycle served as a means of transportation among criminals and scalawags in committing offenses against persons and property, from petty to heinous crimes and even acts of terrorism in several countries. In Western Kenya, motorcycle has been used by the attackers to killed 72 people and 525 injured in the past year [1]. In Nigeria, the Commercial Motorcycle Operators were ban because they were implicated in in criminality cases such as armed robbery, kidnapping as well as gang-beating [2]. In Los Angeles California, motorcycle also in criminal activities such as illegal drugs, weapon trafficking and the rise of many industrial and automotive commercial spaces of "chop shops" unnoticed by law enforcement [3]. There were also motorcycle gang were formed e.g. in California, the Big Four Outlaw Motorcycle Gangs (OMGs) specifically the Hells Angels MC, the Outlaws MC, the Bandidos MC, and the Pagans MC who carry out widespread criminal activities [4] while in Indonesia, the number of criminal acts using motorcycle were committed by teenagers who are also members of the motorcycle gang community. [5]. Consistent to the study of the Queensland University the high range speeding offender using motorcycle was involved in drug offenses [6].

In the Philippines, in 2010, the Philippine National Police recorded a total of 2,487 cases across the country involving riding-in-tandem criminals. In 2011, the figure increased to a total of 2,960 cases. Most of these incidents took place in Central Luzon, Central Visayas, and Metro Manila. In Mandaluyong City alone, a total of 146 crimes were recorded. The alarming rise of crimes prompted the Police Station proposed a comprehensive ordinance to curb riding-in-tandem incidents and to regulate motorcycle riding- in-tandem in Mandaluyong City to prevent lawlessness and

violence and solve the unsolved crimes of countless and unrestrained acts perpetrated by criminal riding-in-tandem [7].

Fundamentally, the proposed city ordinance was derived in Mendellin, Colombia where criminal syndicates dealing in cocaine have been using pairs of motorcycle sicarios or hit men to wipe out competitors as well as antidrug politicians and journalists. The motorcycle-hit men practice dates back to the 1980s, and is said to have been started by the notorious drug lord Pablo Escobar. After his death, it was carried on by Griselda Blanco, the "Queen of Cocaine," who herself was assassinated in 2012 by motorcycle sicarios.

In Bangued Abra, Philippines, the new ordinance was enacted entitled, "anti- riding-in-tandem using the motorcycle", to control the killings in the province [8]. This ordinance was patterned from similar ordinance in Davao City and Marikina among others. In Quezon City, a 30-kph speed limit among motorcycles will be imposed and riders are wearing vest showing their licensed number, Dagupan City, Cotabato City, and Batac, Ilocos Norte already prohibit them from wearing helmets for easier identification [9] Las Piñas City Rep. Mark Villar, filed House Resolution 2189 which aims to impose heavier penalties against motorcycle riding-in-tandem criminals and amend the Revised Penal Code. [10]. On the other hand, the Motorcycle Crime Prevention Act of 2019, otherwise known as the "Doble Plaka" law, will give a chance for riding-in-tandem victims to identify easily their perpetrators and to curb the crimes related to riding – in – tandem [11].

Thus, Mandaluyong City conduct a series of consultation with the City Council and crafted a City Ordinance 550 on August 11, 2014 which was later implemented through a six-month pilot testing in order to see if it is successful in reducing crimes perpetrated by riding in tandem criminals. During that experimental stage, only 4 cases related to riding in tandem were recorded. Afterwards, it was re-launching under City ordinance No. 595. The City Ordinance No. 595 was signed by Mayor Benhur Abalos on March 27, 2015 and took effect for the next three years. It was passed to prohibit motorcycle riding-in-tandem, particularly male back riders who are not within the first degree of consanguinity of the drivers whom are required to show a competent proof of identify. The scope of this city ordinance are those motorcycles plying all roads, streets and alleys within the territorial jurisdiction of Mandaluyong City, whether licensed or non-licensed, resident or non-resident, whether the motorcycle is licensed or not, and regardless of ownership, purpose and use of the motorcycle. Nevertheless, female back riders, spouse, relative within the first degree of consanguinity, and a child between 7 to 10 years of ages, whether a girl or a boy, are allowed. The Philippine National Police (PNP) and barangay officials in all Barangays in Mandaluyong City are the law enforcement officers who are deputized to enforce the Ordinance and conduct inspections and/or visibility points. Motorcycle driver and back rider violating this Ordinance, before the institution of formal complaint with the Office of the City Prosecutor, who wish not to contest their liability may instead pay the fine for the violation with the City Treasury and shall be issued receipt therefor. Otherwise, upon conviction, the proper court may impose the penalties on both motorcycle driver and back - rider violating this Ordinance of a fine, or imprisonment of three (3) months, or both at the discretion of the court [13].

This is essential in Mandaluyong City, since it is considered as the business hub in Metro Manila it is needed to sustain the peace and order. Through the ordinance, it prevents the lawless elements that used motorcycles as their mean in committing criminal acts from entering within the City.

Thus, the researcher endeavored to examine the effectiveness of the strategies in the implemented ordinance undertaken by Mandaluyong City Police with the coordination of the Local Government and stakeholders. Finally, the ordinance could be a proposed national policy to curb or decrease the riding – in – tandem criminals across the country.

OBJECTIVES O F THE STUDY

The aims of this study is to examine the implemented Anti –Motorcycle Riding –in – Tandem strategies of Philippine National Police in Mandaluyong City for the years 2014- 2017. It also discussed the constraint faced by the Mandaluyong Police officers in the implemented ordinance. Finally, the respondent's assessment on the extent of effectiveness in the implemented ordinance. This study utilized the descriptive method of research because it described the current conditions, practices and the implemented strategies of anti – motorcycle riding – in tandem ordinance in Mandaluyong City for the years 2014- 2017. The approaches include qualitative analysis of data generated from documents and accomplishment reports in the Philippine National Police (PNP) of Mandaluyong City. The quantitative

approach is likewise used since the respondents were asked to assess the extent of effectiveness of the strategies of the implemented anti – motorcycle riding – in – tandem ordinance in Mandaluyong City.

Instrument

The instrument used in this study was the researcher- made questionnaire, the researcher made use of content validation which was answered by three (3) police superintendents and two (2) barangay chairmen. The questionnaire was administered to 25 police in Mandaluyong city. After the questionnaire items were analysed, Cronbach's alpha was computed and yielded 0.87.

Respondents

The selection of participants to assess the extent of effectiveness in the implemented strategies of the anti – motorcycle riding – in tandem ordinance was based on those identified by the barangay officials as respondents for the study. There were 536 respondents that assessed the extent of effectiveness of the strategies implemented in the anti – motorcycle riding – in– tandem ordinance in Mandaluyong City. The researcher explained among the respondents the purpose of the study and the confidentiality of the responses.

The researcher stratified the respondent into four groups namely the commuters, student, business sector and driver. The letter was address to the local officials for their approval and explained the purpose of the study. With regards to the distribution of survey questionnaire, it was facilitated with the help of the kagawad and barangay captains from the chosen barangays.

Procedure

The data gathered from the respondents were analyzed and interpreted. The main statistical tool used in this study was percentage, weighted mean and stratified random sampling.

1. Stratified Random Sampling. A representative number of subjects from various subgroups are randomly selected. It was used to obtain the selection of participants of the study identified by the barangay officials as respondents. There are 536 total respondents distributed among 27 barangays in Mandaluyong City assisted by Barangay officials.

2. Percentage (%)

Percentage is a part of a whole expressed in hundredths. This was used to determine the profile of the respondents in terms of age, gender, civil status and educational attainment.

3. Weighted Mean

Weighted mean is the average of the values of a set of items to each of which is accorded a weight indicative of its frequency or relative importance. This statistical treatment was applied to determine the extent of effectiveness of the anti- motorcycle riding- in – tandem implemented in Mandaluyong City.

To draw out the responses on the effectiveness of the strategies of anti – riding –in – tandem ordinance, the five-point Likert scale was employed. The criteria which serve as the basis in the interpretation of the results adopted a boundary of number as follows: 4.21- 5.00: Very Effective (VE)/ absolutely reduce; 3.41- 4.20: Effective (E)/ Mostly reduce; 2.61-3.40 Moderately Effective (E)/ basically reduce; 1.81-2.60: Slightly Effective (SE)/ fairly reduce; 1.00-1.80: Not Effective (NE)/ did not reduce.

RESULTS AND DISCUSSIONS

This table 1 shows the distribution of the profile of the respondents in terms of age, gender, civil status and educational attainment. In terms of age, it shows that majority of the respondents' age were between 41-50 years old with a frequency of 243 or 45.3% of the population while the least respondents were between 61 and above with a frequency of 25 or 4.7% of the population. There were no respondents whose age was between 11-20 years old.

Table 1. Distribution of the Respondents in terms of Age, Gender, Civil Status and Educational Attainment

Age	Frequency	Percentage
11-20 years	0	0
21-30 years	46	8.6
31-40 years	97	18.1
41-50 years	243	45.3
51-60 years	125	23.3
61 and above	25	4.7
Gender		
Male	312	58.2
Female	224	41.8
Civil Status		
Single	125	23.3
Married	266	49.6
Widowed	100	18.7
No Response	45	8.4
Educational Attainment		
Elementary	124	23.1
High School	129	24.1
College	200	37.3
Postgraduate	83	15.5

_____

In terms of gender, majority of the respondents were male with a frequency of 312 or 58.2% of the population while the fewer respondents were female with a frequency of 224 or 41.8% of the population.

In terms of civil status, it shows that the majority of the respondents were married with a frequency of 266 or 49.6% of the population while the fewest respondents don't indicate their status with a frequency of 45 or 8.4% of the population.

In terms of educational attainment, it shows that majority of the respondents were college graduates with a frequency of 200 or 37.3% of the population while the least respondents were postgraduates with a frequency of 83 or 15.5%.

Table 2. Crime Incidents Encountered prior to the Implementation for the C.Y. 2013

Barangay	Murder	Physical Injury	Snatching	Robbery	Total
1. Addition Hills	2	2	4	1	9
2. Bagong Silang	0	3	2	2	7
3. Barangka Drive	0	0	2	3	5
4. Barangka Ibaba	0	2	2	1	5
5. Barangka Ilaya	2	1	1	1	5
6. Barangka Itaas	0	3	2	0	5
7. Buayang Bato	0	2	2	0	4
8. Burol	0	1	0	1	2
9. Daang Bakal	0	1	0	1	2
10. Hagdang bato Itaas	0	1	1	1	3
11. Hagdang Bato Libis	0	2	4	2	8
12. Harapin ang Bukas	0	1	5	0	6
13. Highway Hills	0	2	3	3	8
14. Hulo	0	3	2	1	6
15. Mabini J. Rizal	0	0	4	2	6
16. Malamig	1	4	1	0	6
17. Mauway	0	1	5	2	8
18. Namayan	0	1	1	0	2
19. NewZaniga	0	2	1	3	6
20. Old Zaniga	0	2	1	1	4
21. Pag – Asa	0	0	6	1	7
22. Plainview	0	1	2	1	4
23. Pleasant Hills	0	5	1	1	7
24. Poblacion	0	1	4	1	6
25. San Jose	0	1	1	1	3
26. Vergara	0	0	1	3	4
27. Wack Wack	0	3	4	1	8
Total	**5**	**45**	**62**	**34**	**146**

Table 2 shows the crime incidents encountered prior to the implementation of the ordinance for the C.Y.

2013. It shows that snatching had the highest crime that happened with a frequency of 62 while murder had the lowest crime that happened with a frequency of 5. It shows that snatching had the highest crime that happened with a frequency of 64 while murder had the lowest crime that happened with a frequency of 5.

The closer look at the data, snatching has the highest crime incidents in the areas of Pag – Asa, Mauway and harapin ang Bukas. These areas are considered one of the densely populated barangays in Mandaluyong City. Based on the statistical crime rate of the Philippine National Police (PNP) for fiscal year 2017, there were 152 cases were committed by motorcycle – riding in tandem include 79 killings and 73 robbery cases.[14].

Table 3. Comparison of the statistical crime rate prior and During the Implemented Motorcycle

Month	2013 Without	2014 With	2015 Full	2016 Full	2017 Full
January	3	5	2	4	5
February	5	4	3	1	3
March	4	6	6	0	1
April	9	7	1	0	3
May	10	3	4	0	4
June	8	6	7	0	6
July	8	3	2	1	0
August	8	4	5	1	1
September	19	1	1	3	4

Without - Number of Crime Incidents Without Anti- Riding in Tandem Ordinance

With – Number of Crime Incidents with Anti-Riding in Tandem Ordinance

Full - Number of Crime Incidents Full Implementation of Riding in Tandem Ordinance

Table 3 shows the number of crime incidents that took place in Mandaluyong from 2013-2017 before and after the implementation of the anti-riding tandem ordinance. Further scrutiny on the data, 2013 was the year that the anti-riding ordinance was not yet implemented. The number of crime incidents that took place without the implementation of the anti-riding ordinance on the years 2013 was 146. Furthermore, the highest crime rate that happened on this year was in the month of December with a total of 26 followed by November with 24 and October with a total of 22 incidents. These are the top three highest crime rate of motorcycle riding – in – tandem in Mandaluyong City alone. The month of January Registered the lowest statistical crime rate.

While, the years that the anti-motorcycle riding in tandem ordinance was fully implemented were 2014, 2015, 2016 and 2017 respectively. There were 39

crimes for 2014, 36 crimes for 2015, 32 crimes for 2016 and 28 crimes for 2017. It shows that the crimes that happened upon the beginning of the full implementation of the anti-riding in tandem ordinance started to reduce.

In general, the crime incidents that happened in Mandaluyong City before and after the full Implementation of the anti-riding in tandem were decreasing.

Table 4. The Extent of effectiveness in the Implementation of Anti- Motorcycle Riding – in – Tandem Ordinance in Mandaluyong City.

Year	WM	Interpretation
2014	3.50	Effective
2015	3.75	Effective
2016	4.00	Effective
2017	4.50	Very Effective

Table 4 shows the effectiveness of anti- riding – in tandem ordinance within the vicinity of Mandaluyong City. It increases every year the crime rate registered for the year's 2014 to2017. From 2014-2016, the implementation of the anti-motorcycle riding in tandem was effective but on 2017, the implementation was very effective because it was the year when the lowest crimes happened. An effective Patrol Deployment Plan and other strategies provided by the Police officers and with the empowerment of the stakeholders such as Barangay Tanod implemented successfully in reducing crimes perpetrated by riding in tandem criminals. Indeed the PNP officers are doing their respective responsibility in the implemented ordinance to contribute greatly for the effectiveness of the program.

Table 5.   The Problems Encountered in the Implementation of the Ordinance

Problems Encountered in the Implementation of the Ordinance
4.1. Lack of Human Resources. Six hundred thirty six (636) the total number of police officers serving the three hundred thirty-nine thousand one hundred sixty-nine (339,169) constituents. With this number to current Police-to-Population ratio is pegged at 1:678.
4.2. Logistical Problem. Referring to identifying the prone area and places of convergence.
4.3. Mobility. Additional car, firearm and equipment in the field.

Table 5 describes the problems encountered in the implementation of ordinance are the following: Lack of human resources, Logistical problem and mobility.

Evidently, through consultative meeting with the Local Government, coordination and empowerment of the stakeholders, collaboration with the NGO's and innovativeness of the PNP of Mandaluyong City the problems encountered in the implemented ordinance become manageable and effective among the police officers.

Table 6. The Strategies of the PNP in the implementation of the ordinance to restore peace and order in Mandaluyong City

Strategies of PNP in the ordinance	Implementation
Enhance PIPs/ Strategic Plans Operation	Detailed deployment of personnel to pinpoint responsibilities and to easily locate personnel in the field in a specified detailed deployment.
Score Board	It is a baseline monthly crime statistics or key factor to monitor crime incidents perpetrated by Motorcycle Riding Criminals suspect.
Local Anti-Criminality Action Plan (LACAP)	This Station in coordination with the LGU's, Mandaluyong City, Peace and Order Council implement the localized community based anti-criminality action plan.
Employment of TMR	Deployment of Tactical Motorized Riders on perceived crime prone areas to prevent robberies, carnapping/carjacking and other crimes perpetrated by motorcycle riding criminals.

It is clearly seen from Table 5 due to the strategies implemented by the Philippine National Police of Mandaluyong City that it became effective in reducing the perpetrators of criminal riding in motorcycles. This ordinance was patterned from similar ordinance in Davao City and Marikina among others.

Table 7 reflects the extent of effectiveness of the implemented strategies of anti – motorcycle riding – in – tandem ordinance in Mandaluyong as assessed by the various respondents in this study. A thorough investigation of the data revealed that the implementation of Enhance PIPs/ Strategic Plans Operation and Employment of T MR, respectively with a mean of 4.5 and   Local Anti- Criminality Action Plan (LACAP) with mean of 4.9 were very effective. While the implementation of Score Board found to be effective with a mean s of 3.50 as effective.

99

P-ISSN 2350-7756 | E-ISSN 2350-8442 | www.apjmr.com
Asia Pacific Journal of Multidisciplinary Research, Vol. 7, No. 4, November, 2019

_____

Table 7. Extent of Effectiveness in the Implemented Strategies of PNP in Mandaluyong City

Strategies of PNP in the implemented ordinance	Total Respondents N=536	
	WM	VI
Enhance PIPs/ Strategic Plans Operation	4.50	VE
Score Board	3.50	E
Local Anti- Criminality Action Plan (LACAP)	4.90	VE
Employment of TMR	4.50	VE

Integrated Patrol Deployment Plan (IPDP) where the grassroots level of police officers in the strategies that can help in prevention of crime and encourage community participation. Police assigned as beat patrollers in barangays known as Pulis sa Barangay (PSB) that have direct contact among local residents, wherein they can suggest prone areas that need to monitor criminal activities. With the creation and adaptation of National Advisory Council down to Station Advisory Council, it created the awareness among the community through exchange of information as well as ideas and innovations which further provides external resources that can be utilize in bringing the PNP closer to the community. The maintenance and enhancement of Police Community Partnership thru Barangay Peacekeeping Action Teams (BPATS) which serves as partners of PNP's mandated tasks such as visibility patrol. It also serves as sources of information that can be utilize in crime solution. In this aspect, it recognized the role of the community as partner of the PNP in the maintenance of peace and order in Mandaluyong City.

CONCLUSIONS AND RECOMMENDATIONS

It revealed that snatching is the highest crime incidents encountered from the month of September until December maybe because it was the month of giving bonuses among the workers. The data depict after the implemented anti- motorcycle riding – in tandem ordinance was very effective in curbing riding – in – tandem incident within the Mandaluyong City for the years 2014 until 2017. The Local Anti- Criminality Action Plan also known as LACAP considered as very effective strategies in the implemented anti – motorcycle riding – in tandem ordinance in Mandaluyong City.

It also revealed in the data that, there was a shortage of human resources to enforce the ordinance. Even though there was a support and collaboration with the community and NGO's, financial sufficiency is also needed among police officers to buy cars, equipment and firearm to become efficient and very effective in the implemented ordinance.

To secure the peace and order within the community of Mandaluyong City, there is a need to provide an additional budget for the police officers to buy equipment and other necessities to become more efficient and effective in the implemented ordinance. It is encouraged that the Philippine National Police should continue recruitment with a worthy and committed enforcers to augment the shortage of Police officers in Mandaluyong City. It is also encouraged empowering more the Baranggay Tanod with the coordination of police officers to sustain peace and order within the vicinity of Mandaluyong City. The Local Officials also strengthen the various ordinances for the security of the local residents.

Finally, the anti – motorcycle –riding – in – tandem was very effective, it lessens criminality in Mandaluyong City; however, it is encourage continuing the ordinance but also to serve as a national policy to reduce the motorcycle riding – in – tandem criminals in the Philippines. Future research should focus on evaluating the impact of anti – riding in tandem ordinance in the local economy of Mandaluyong City.

REFERENCES

[1] Ochunge Natan & Odanga Ignatius, Gangs rain death and terror on boda boda men, July 19, 2018.

[2] Femi F. Asekhame & Michael D. Oisamoje, PHD, Banon Commercial Motorcycle Operations in Benin City, Nigeria: An Appraisal of the Benefits and Business Opportunities Developing Country Studies www.iiste.org ISSN 2224-607X (Paper) ISSN 2225-0565 (Online) Vol.3, No.14, 2013.

[3] Mark Marshall A Geographic Study of Motorcycle Theft in Los Angeles County, California State University Northridge, December 2017.

[4] Barker Thomas & Human Kelly M., Crimes of the Big Four Motorcycle Gangs, Journal of Criminal Justice, Elsevier, Volume 37, Issue 2, March–April 2009, Pages 174-179

[5] Saudi Anur Aulia Saudi,Hartini Nurul, and Bahar Bahar, Teenagers' motorcycle gang community aggression from the Personal Fable and risk-taking behavior perspective, Psychology Research Behavior Management, Published Online August 7, 2018/ PRBM.S150007

[6] Hinchliffe, Mark, Motorcycles, Speed and Crime Linked, Motorbike Writer, May 26, 2015.

[7] Mandaluyong City Police Station.

_____

[8] Tan, M., Philippine Daily Inquirer, October 24,2014.

[9] Medina, T. by the numbers: Riding in Tandem, Business World Online, July 16, 2019, Manila Philippines

[10] InterAksyon.com. (2014). How to stop 'riding in tandem' criminals? Motorcycle riders group lists 5 proposals. Retrieved March 14,2014fromhttp://www.interaksyon.com/article/7880 4/how-to-stop-riding-in-tandem criminals-motorcycle-riders-group-lists-5-

[11] Tan, W., Senator Gordon Says 'Doble Plaka' Law Benefits Riding-in-Tandem VictimsJuly 16, 2019

[12] Mandaluyong City Police Station.

[13] Suerte F. (2017). The Philippine Starhttps://www.philstar.com/headlines/2017/11/01/17 54824/pnp-sets-sights-motorcycle-riding-killers#S7X7tyAPTt2PpVW5.99. November 1, 2017 - 4:00pm

[14] Mazo S., & Antonio, A. (2014). Master of Public Administration, Lyceum of North Western University Dagupan City, Philippines, Councilor League Legislative Academy, Las Pinas City, April 2014.

COPYRIGHTS