

Resilient Wheels: Exploring Livelihood Assets of Motorcycle Drivers in a Modern Transport Era

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Public utility drivers are succumbed to poverty. I explored the sustainability of the livelihood of single motorcycle drivers. Using qualitative descriptive research design, I interviewed my eight participants selected through purposive sampling. My thematic analysis informed me that single motorcycle drivers face rising competition, and fuel hike. Yet, they sustain their livelihood through adaptive practices despite economic and educational constraints. School heads and government leaders may collaborate in implementing programs to equip motorcycle drivers with enabling skills like financial literacy, and alternative livelihoods. Future studies may apply multiple linear regression and mediation analysis, along with Exploratory Factor Analysis-based questionnaire development using the themes and sub-themes of my study as variables and indicators.

Keywords: Resilient wheels, livelihood assets, motorcycle drivers, modern transport era, public utility vehicles

INTRODUCTION

The Problem and Its Setting

Livelihood instability due to external shocks and stresses has become a persistent global concern, particularly among workers in informal and vulnerable sectors. Across many regions, individuals who depend on daily earnings experience fluctuations in income that threaten their capacity to sustain basic needs and maintain economic security. This instability reflects a broader pattern in which livelihoods are increasingly exposed to uncertainties that disrupt income continuity and weaken long-term financial resilience (Narayan & Sánchez, 2023).

In this global context, livelihood systems are often fragile, with workers continuously adjusting to changing conditions while striving to maintain stability and well-being (Barrett et al., 2024). In various countries, livelihood instability is also widely observed, particularly in developing and transition economies. In India, informal workers, including transport drivers, face irregular income patterns that challenge their ability to achieve financial stability (Kumar & Sahu, 2023).

In Indonesia, motorcycle taxi drivers and other gig workers experience unstable earnings despite continuous labor, highlighting the precarious nature of informal employment (Pratama & Widodo, 2024). Similarly, in Kenya, transport workers encounter fluctuating daily income that affects their capacity to meet household needs and sustain long-term livelihoods (Mwangi & Mutiso, 2023). These country-level experiences demonstrate how livelihood instability remains a common issue across different socio-economic and cultural settings.

In the Philippine context, livelihood instability is particularly evident among informal workers such as single motorcycle drivers, who rely heavily on daily operations to generate income. Many of these workers experience inconsistent earnings, making it difficult to plan financially and secure their families' needs over time. The informal nature of their work further limits access to social protection and stable employment opportunities, intensifying their vulnerability to changing conditions (Gonzales & Napalang, 2025). As a result, livelihood insecurity continues to shape the everyday experiences of workers who depend on small-scale and independent economic activities in the country.

The consequences of livelihood instability due to external shocks and stresses are far-reaching and deeply affect individuals and households. Exposure to sudden disruptions, rising operational costs, and shifts in economic

conditions often leads to reduced income, financial strain, and difficulty in meeting basic needs such as food, health, and education (Conchas & Apas, 2024). Over time, these pressures may result in increased vulnerability, limited opportunities for upward mobility, and reliance on coping strategies that may not be sustainable in the long term. Ultimately, livelihood instability not only affects economic outcomes; but also shapes the overall well-being and future prospects of individuals and their families.

Statement of the Problem

In this study, I explored the perceptions of single motorcycle drivers as they navigate livelihood challenges amidst the rise of modern transportation. Specifically, I sought answers to the following questions:

1. What are the stressful and shocking events encountered by single motorcycle drivers?
2. What are the perceptions of single motorcycle drivers on their livelihood?
3. What are the manifestations of efforts in maintaining capabilities and assets and providing opportunities?
4. What are the perceptions of single motorcycle drivers on the outcomes of their efforts?

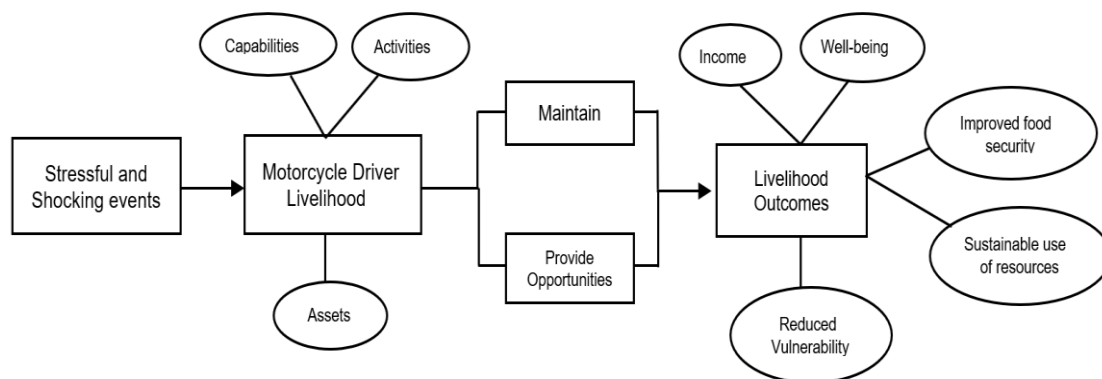
Assumptions

I assumed that single motorcycle drivers can meaningfully share their perceptions and that the growing presence of three-wheeled vehicles has shaped their livelihood outcomes. I further assumed that they draw on assets such as skills, networks, and physical resources to sustain income, and that local transport structures and informal systems influence these realities. Finally, I assumed that a phenomenological approach is appropriate for capturing the depth of their narratives within the Sustainable Livelihoods Framework, while recognizing that new insights may emerge from participants that could reshape the theory.

Theoretical Lens

The Sustainable Livelihood Framework (SLF) developed by Chambers and Conway (1992) and later refined by DFID (1999), fundamentally asserts that a livelihood comprises the capabilities, assets (including human, social, natural, physical, and financial capital), and activities required for a means of living, and that a livelihood is sustainable when it can cope with and recover from stresses and shocks, maintain or enhance these capabilities and assets, and provide opportunities for the next generation without undermining the natural resource base. Central to the framework is the idea that people are at the core of development, actively using available resources and strategies within a context shaped by vulnerability, policies, institutions, and processes to achieve positive livelihood outcomes such as increased income, well-being, reduced vulnerability, improved food security, and sustainable use of resources.

Conceptual Paradigm



METHODOLOGY

In this chapter, I presented the research design, locale of the study, sample and sampling technique, data gathering technique, data analysis technique, and trustworthiness of the study.

Research Design

In this study, I utilized a qualitative-descriptive research design, because it allows me to clearly and directly describe the real-life experiences of my participants without heavily interpreting or altering their meanings. This design is appropriate for my study since my main goal is to understand and present how individuals experience their situation in a natural setting using their own words. I preferred this approach because it provides a straightforward and accurate account of the phenomenon, especially when there is limited existing research on the topic and when practical, real-world insights are needed. Through this design, I was able to capture honest descriptions of experiences, challenges, and coping strategies, which are essential in generating useful information for understanding the issue and possibly guiding future interventions or policies.

Locale of the Study

I conducted my study in Barangay Salvacion, Monkayo, Davao de Oro, a semi-rural community where single motorcycle drivers remain vital for mobility. In this local context, modernization has introduced three-wheeled *baobaos*, creating tensions between traditional and modern transport providers.

Sample and Sampling Technique

In this study, the participants were eight single motorcycle drivers and actively engaged in providing transport services. These participants rely on motorcycle driving as their primary source of livelihood, often operating within informal transport system and facing increasing competition. This number of participants is consistent with qualitative research recommendations for in-depth exploration, which typically involve a small sample size ranging from 8 to 10 participants to ensure rich and meaningful data (Creswell & Creswell, 2018).

Purposive sampling was employed to deliberately select individuals who met the inclusion criteria of the study and who can share detailed and relevant narratives that effectively captured the lived experiences of single motorcycle drivers within their specific socio-economic and livelihood context.

Data Gathering Technique

I used in-depth interviews as method of data collection in this study. In-depth interviews a qualitative method that involves one-on-one, open-ended conversations to explore participants' experiences meanings, and perspectives in detail. This approach allowed flexibility for probing and follow-up questions, enabling rich insights into the realities of drivers (Creswell & Poth, 2018).

Data Analysis Technique

I used thematic analysis to interpret data from In-Depth Interviews (IDI). IDI is a qualitative method that identifies, organizes, and interprets patterns or themes within a data, as described by (Braun & Clarke, 2006). I familiarized myself with the data through repeated reading of transcripts, generating initial codes by labeling meaningful segments, searching for themes by grouping related codes, reviewing and refining themes for coherence and consistency, defining and naming themes to capture their essence, and producing the final report supported by participant excerpts. Through this process, I systematically code the data, organize similar meanings, and develop themes that reflected the lived experiences and perceptions of single motorcycle drivers amidst the rise of modern transportation.

Trustworthiness of the Study

In this study, I ensured trustworthiness by following Lincoln and Guba's (1985) criteria of credibility, dependability, confirmability, and transferability. I ensured credibility by comparing interview data with in-

depth-interview responses; while transferability was achieved by providing thick descriptions of participants and research settings; dependability was ensured through an audit trail of all research procedures; and confirmability was established through reflexivity and cross-checking interviews, and documents to minimize bias. Collectively, these measures enabled the study to secure ethical approval from the Society for Moral Integrity and Legal Ethics (SMILE).

RESULTS

In this chapter, I presented the results gathered throughout the conduct of the study. It showed the perceptions of Single Motorcycle Drivers. I also provided the summary of findings along with the modified paradigm.

Stressful and shocking events encountered by single motorcycle drivers

During my interview with one of my participants, one mentioned:

Naapektuhan jud mis mga baobao karon nga panahon labi na kay kasagaran jud bya sa mga pasahero, mupili jud sila ug sakay sa baobao. Gagmay na lang jud mig income karon. (Participant 1, page 1, lines 30-31) (Yes, we are really affected by the *baobao*, especially since most passengers now prefer *baobao*. Our income has significantly decreased. It was much higher before.)

Listening to this, I noticed from the expression on his face that he was really saddened by the arrival of the ‘bao-bao’ in our area because passengers now prefer to ride the ‘bao-bao’ instead of single motorcycles. Another participant also said similar response:

So ug among ikumpara, dako jud kaayo ug kalainan, tungod kay kung magbase man gud ka karon sa single motor, number 1 jud ang mga senior citizen, dili najud musakay kay sa ilahang hunahuna mas komportable sila musakay sa baobao kaysa single labi nag nay mga dala-(-Participant 7, page 7, lines 5-7) (So, if we compare it, there is really a big difference. Because if you base it now on single motorcycles, senior citizens are no longer the primary passengers; they rarely ride anymore because, in their minds, it is more comfortable to ride *baobao* than a single motorcycle, especially when they have things to carry.)

In his response to my question, I felt that he was unhappy about the arrival of the ‘bao-bao’ because, passengers now have more choices of transportation, especially senior citizens, as they feel that the ‘bao-bao’ is more comfortable to ride than a single motorcycle. One of the participants reflected and said:

Ah lupig mis baobao kay naapa silaw ibabaw unya daghan silag karga unya kami upat ra. Malupig jud sa ilahang income. Lupig jud mi sa ilaha halimbawa net nila 150, amoa 120 raman kay lima man ilang makarga, amoa upat. 120 ra amoa, ila 150. (Participant 2, page 2, lines 63-65) (We are really outcompeted by the *baobao* because they have a roof on top and can carry more passengers, while we can only carry four. We really lose in terms of income. For example, their net income is 150, while ours is only 120 because they can carry five passengers, while we can only carry four. We only earn 120, while they earn 150.)

Hearing this, I was struck by how deeply unfair the competition feels, as if *baobao* vehicles are effortlessly overshadowing traditional drivers with their greater capacity and earnings. It paints a painful picture of inequality on the road, where even a small difference in passenger load becomes a wide gap in daily income and livelihood. Another participant said:

Pero, dako gyud pug nawala sa amoang kanang income labi na naa nanang baobao tungod kay mahulog nga sila maoy ma priority. (Participant 6, page 5, lines 4-5) (However, there has been a significant loss in our income, especially now that *baobao* exists, because it seems that they are given priority.)

With this sharing, it feels as if the arrival of *baobao* has casted a giant shadow over their livelihood, swallowing opportunities that once kept their income alive and steady. It is as though every ride they lose is a drop from an already drying river of earnings, leaving them struggling in an almost endless battle for passengers. One participant shared:

Sa karon jud nga panahon labi na ang padayon nga pagsaka sa presyo sa gasolina isa sa nakaapekto sa among income kay mas dako ang naadto sa pagpatubil ky lisod pud ug dili me mapatubil, dili man pud makadagan among motor. (Participant 6, page 5, lines 31-32) (Nowadays, especially with the continuous increase in fuel prices, one of the things that affects our income is that a bigger portion goes to fuel. It is also difficult if we cannot refuel because our motorcycle cannot run.)

In observing his facial expression, I noticed that he seemed to be in pain because the price of gasoline had almost tripled. We know that when fuel prices increase, everyone is affected. However, they cannot immediately raise their fares, which in turn affects their income. This is similar to what one of the participants shared in his response, saying:

Kanang mahutdan ug gasolina, kay gamay ra ang matubil. Tulak ang motor hangtud nga makakita kag nay namaligya. ug gasolina. (Participant 1, page 1, lines 28-29) (Running out of fuel because you only have a small amount to refill. You end up pushing the motorcycle until you can find someone selling gasoline).

I heard similar realization when another participant recalled:

Aw, ou labi nag gamay ray income igo ra itubil. Aw, bilin ang lisensya nimo. Puydi kaayo uy basta kay didto raka sa petron, mga ana nga dagko. Ug mahubsan gasolina, ah dili na uy kapuy na ganoy ganoy labi nag nay karga. Pundo na lang uy. Hulat ug naa kay amigo maagian, aw, patabang na lang ka (Participant 3, page 3, lines 31-33) (Yes, especially when the income is small, it's just enough to buy fuel. Sometimes, you even have to leave your driver's license as collateral. It's usually allowed if you're at big gas stations like Petron. If you run out of fuel, it's really exhausting to keep pushing the motorcycle, especially if you have a passenger. It's better to just stop and wait for a friend to pass by, then ask for help.)

Taken together, their words sank into my heart, leaving a quiet heaviness in my thoughts that something as basic as fuel becomes a constant struggle, where they have to carefully budget even small amounts just to continue working. I was also struck by how much they rely on trust and relationships leaving a license as collateral or waiting for a friend to pass by and help. It reflects a strong sense of community, but at the same time, it highlights the lack of stable support systems for them. This made me reflect on their resilience and determination to keep going despite limited resources. It also raises awareness of how economic hardship directly affects not only their livelihood but also their safety and well-being.

Perceptions of single motorcycle drivers on their livelihood

In my conversation with the participants, I was deeply moved by their quiet resilience and strong sense of purpose among motorcycle drivers. One participant said:

Mao rajud among panginabuhi, ang pagbyahe unya makatabang pud mi sa among mga pasahero among ihatud. Bisan ug lisod among kinabuhi jud, mao jud na among kasinatian sa mga drayber bisan lisod ang dalan haha. Padayon gihapon kay mao man among panginabuhi (Participant 1, page 1, lines 1-3) (That's really our only source of livelihood—driving—and we're also able to help our passengers by taking them to their destinations. Even though our life is difficult, that's truly our experience as drivers, even when the road is tough. We keep going because this is how we earn a living.)

As I reflected on this, it felt I felt that they have come to accept and find contentment in their role as drivers, as it has become their primary source of livelihood despite the many hardships they face in life, while also giving them the opportunity to help their passengers. One of the said:

Akong ipadayon ang single motor drayber kay wa man juy laing panginabuhi unya wa puy laing diskarte. Mao rajud, ang pagdrive. (Participant 6, page 10, lines 6-7) (I will continue being a single motorcycle driver because I have no other livelihood and no other strategy. This is it, driving.)

Hearing this, I felt a deep sense of care and empathy for the driver, as his words reflect both quiet strength and quiet struggle. He continues not because it is his dream, but because he has no other choice, driving has become his only way to survive. It is painful to realize how limited opportunities can shape a person's entire path in life.

Still, I can see his resilience; despite everything, he keeps going and faces each day with determination. What moves me most is how he endures hardship while still serving others as a driver. It makes me hope that people like him are given more support and opportunities, so they can also experience a life with more choices and comfort beyond just survival. Despite hardships, they continue working due to lack of alternative opportunities as one of the participants expressed:

Kuan na lang, agwanta na lang jud ka kay kung dika mupasubo kaning kuan mamasahero ka, ug ma discourage jud ka, wa gihapon. Laban ra gihapon kay naa raman gihapoy musakay labi nag mga batan on, musakay raman gihapon na. (Participant 3, page2, lines 49-51) (Just endure it, because if you let it get to you while you're driving passengers, you might get discouraged; but it won't change anything. You just have to keep going because there will still always be passengers, especially the younger ones, who will continue to ride anyway.)

Another participant added:

Mao rajud ni akong gisaligan para sa akong pamilya, sukad pa sauna. Wala na koy laing trabaho nga nahibaloan gawas sa pagmotor. (Participant 5, page 5, lines 39-40). (This is the only thing I rely on for my family, ever since before. I don't know any other job except driving a motorcycle.)

As the participants spoke, I felt a strong sense of resilience and acceptance in their words, as they described how they simply endure the challenges of being a driver despite discouragement and hardships along the way. Their statement reflects a reality where emotional strength is necessary just to continue working each day, especially when income is uncertain and difficulties are unavoidable. Yet, what is striking is their determination to keep going, holding on to the fact that there are still passengers who rely on them. It shows how survival and responsibility push them forward, even when motivation is low. This reflection made me realize how deeply rooted perseverance is in their daily lives, and how they quietly carry both the weight of struggle and the commitment to keep serving others. The third participant shared their daily reliance on unity strength, stating:

Ah syempre kanang kuan jud kanang kuan jud kanang magkahiusa mi jud sa mga drayber. Magtinabangay oo. Tabangan pud namo among pasahero. (Participant 2, page 1, line 54-55) (Ah of course, we really need to be united as drivers. We help each other, yes. We also help our passengers.)

Another participant said:

Akong relasyon sa akong mga kaubang drayber, magtinabangay rami. Usahay kanang, mangita mig pasahero. Muadto mis terminal. (Participant 7, page 6, lines 5-6) (My relationship with my fellow drivers, we just help each other. Sometimes when we look for passengers, we go to the terminal.)

While he was speaking, I noticed in his eyes that he seemed happy with his driving because of the good relationship they share with other drivers. And I felt that they have a strong sense of unity and cooperation among the drivers, where helping one another becomes an important part of their daily work. Despite the competition in finding passengers, they still choose to support each other, especially when going to the terminal. This shows that their relationship goes beyond just work; it is built on mutual understanding and shared struggles. It made me realize that even in a challenging livelihood, having a supportive community can make the journey lighter and more meaningful, as they rely not only on their effort but also on each other's presence. To ensure a peaceful working environment, a third driver shared their approach to avoiding conflict, stating:

Makisama lang. Makisama sa mga drayber nga walay samok mahitabo. Example ana ng di mo mag ilog sa mga pasahero. Di mag away ug kinsa tuy nakauna, imong ihatag (Participant 4, page 3, lines 1-2). (Just get along. Get along with the drivers so no trouble happens. For example, don't fight over passengers. Don't quarrel, whoever gets there first, you give it to them.)

Listening to this, I felt that the importance of harmony and respect among drivers in their daily work. It shows that instead of allowing competition for passengers to lead to conflict, they choose to maintain peace by understanding each other's situations and accepting that whoever arrives first has the right to take the passenger. This attitude reflects maturity, discipline, and a shared desire to avoid unnecessary trouble while earning a living. It made me realize that their livelihood is not only about survival, but also about building good relationships and

maintaining order in their working environment, which helps make their daily struggles more manageable. Some participants also expressed their perceptions regarding their other sources of income aside from driving a motorcycle. One of them stated:

Ug naay loading ug kahoy kay moapil pud ko ug hakot kay mas dako man akong ma.income sa pagpanghakot kaysa mamasahero. (Participant 4, page 5, 1 lines 4-5) (If there is hauling of wood, I also join in carrying it because I earn more from hauling than from driving passengers.)

Naa man kuy extra nga trabaho, puydi ko mu install ug satellite. Lahi pud to. Kanang satlite sa TV unya usahay kanang mga wifi repair, gakuan man pud ko. Depende jud ug sa kuan kay extra extra man. (Participant 8, page 12, lines 1-2) (I also have extra work. I can install satellite systems, especially TV satellite setups. Sometimes I also do WiFi repairs and similar jobs. It really depends, because it's just additional or side work.)

Another one said:

Naa man pud koy gamay nga gumahan, nga akong gikalingawan ug tapping maynalang makatabang-tabang sa among inadlaw nga panginahanglan. Kay dili jud kaigo ang income nko sa pagbyahe. (IDI Participant 6) (I also have a small rubber tree that I tend to as a hobby, which at least helps in our daily needs because my income from driving is really not enough.)

Hearing this, I felt a deep sense of admiration for the participant's resourcefulness and determination to find ways to support his livelihood despite the uncertainties of being a driver. His willingness to take on different kinds of work, such as hauling wood, installing satellite systems, and doing WiFi repairs, shows how flexible and hardworking he is in order to meet his daily needs. It reflects the reality of many workers who cannot rely on a single source of income and must constantly look for additional opportunities just to get by. This made me realize the strength and creativity people develop when faced with financial struggles, as well as their commitment to providing for themselves and their family in any honest way they can.

Manifestation of efforts in maintaining capabilities and assets and providing opportunities

Drivers practice careful driving and rely on experience to navigate dangerous roads, one of them shared:

Maintenance jud. Dijud basta bastag way maintenance. Kaning ligid dala na kaning mga pisa, mga bearing. Kanang bearing, mao nay pinakakuan jud kay kung walay bearing, malubog jud imong motor. Oo kada ulan jud na kay kung labi pirminti buag at ang trabaho. Naay tag 55 ang buok. Kung double tag duha na, bale upat ang diri sa atras.(Participant 3, page 2, lines 35-37) (Maintenance is really important; you can't just ignore it. For example, the tires, parts, and especially the bearings need regular care. The bearings are the most crucial because if they are not maintained, the motorcycle will really get damaged. Yes, especially during rainy days, since the work is always continuous. Each bearing costs about 55 pesos per piece, so if it's double, you need two, meaning there are four at the rear.)

As the participant spoke, I felt a strong sense of responsibility and practicality in his words as he explained the importance of proper motorcycle maintenance in sustaining his livelihood. His focus on parts like tires and especially bearings shows how deeply aware he is of the condition of his vehicle, knowing that even a small issue can greatly affect his work. It made me realize how much care and investment is required just to keep going as a driver, especially under daily wear and tear and unpredictable weather conditions like rain. Despite the financial challenges, he still prioritizes maintenance because it directly affects his ability to earn. This reflection highlights not only the hardships of his work but also his discipline and determination to keep his source of livelihood running. The participant said:

Ginabudgetan na hinuon nako na Ma'am sa akong pagbyahe ang kanang pang motor jud nako pud. Ako jud na gahinan pud. Ako pud siya tagaag bahin pud kay parehas anang muincome ko'g bisan 500 ang adlaw, naapud kuy 100 isafety niya kay ang motor mumaintenance man jud na matag bulan kay pirminti mana mudagan. Monthly kuan jud na siya, monthly paayo sa kuan liigid, bearing, change oil. (Participant 8, page 11, lines 28-31) (I already budget it, Ma'am, in my driving, especially for my motorcycle expenses. I set aside a portion for it. I also allocate part of my income for maintenance. For example, if I earn even 500 a day, I also save 100 for

safety because the motorcycle really needs maintenance every month since it is always in use. Every month, it needs repairs like tire or bearing replacement and oil change.)

Hearing his words, I was struck by the participant's discipline and responsibility in setting aside part of his daily income for motorcycle maintenance despite his limited earnings. It made me realize how his careful budgeting reflects both his resilience and his commitment to sustaining his livelihood through practical and long-term thinking. Another participant also shared:

Aw, mangutang! Para ipaayo sa motor. Para makabyahag balik. Pasiguan na lang jud ang income mam. Para, para makalahutay. (Participant 1 page 1, line 34-35) (Oh, you borrow money! So, you can have the motorcycle repaired, so you can go back to driving. You just have to tighten your budget and manage your income so you can survive.)

As he spoke, I felt a strong feeling of the struggles he endures just to keep his livelihood going, even to the point of borrowing money to repair his motorcycle so he can continue working. It made me realize how financial hardship forces him to make difficult decisions, carefully tightening his budget just to survive each day. Despite these challenges, there is a strong sense of determination in his words, showing his willingness to endure sacrifices in order to continue earning a living. This reflection highlights both the burden of poverty and the resilience of individuals who persist despite limited resources and constant uncertainty.

Faith plays a significant role, as they pray for safety and strength before working. Indeed, a participant, shared:

Aw, musalig sa jud ko sa Ginoo. Muampo sa ko una pako mubyaha. Mangayo ko ug kusog ba kay kaning single gud di jud nimo basta basta makuan ug wa kay kusog, (Participant 3, page 2, lines 12-13) (Well, I really rely on God. I pray first before I travel. I ask for strength because with a single motorcycle, you really can't manage if you don't have strength.)

Listening to this, I was moved by his strong faith and reliance on God as his source of strength in facing the daily challenges of being a single motorcycle driver. His habit of praying before traveling reflects not only his spirituality but also his recognition of the risks and difficulties involved in his work. It made me realize how faith can serve as an anchor for people in demanding and uncertain situations, giving them courage and endurance to continue their journey. His words highlight that beyond physical strength, emotional and spiritual resilience also play a vital role in sustaining his livelihood. This is similar to a statement of one of the participants who remarked:

"Akong gipaningkamutan nga mangayo kos kahitas an, sa Ginoo nga tagaan patag maayong lawas, sa pagdrive. Di basta basta magdrive uy. Kaning, kapuy, unya mangita patag pasahero. (Participant 2, page 1, lines 48-49) (I do my best to pray to God for strength and good health to keep driving. Driving isn't easy; it's exhausting, and on top of that, we still have to search for passengers.)

As I reflected on this, I was struck by the participant's deep reliance on prayer as a source of strength in facing the daily demands of being a driver. His words reveal how physically exhausting the work is, especially with the added pressure of finding passengers just to earn enough for the day. It made me realize that beyond the visible labor of driving, there is also an emotional and spiritual struggle that sustains them through fatigue and uncertainty. His practice of praying for good health shows a humble acceptance of his limitations and a hopeful trust that he can continue despite the hardships.

Through these experiences, they have built good relationships with others, which led them to gain regular customers. This is confirmed by the statement of one of the participants, saying:

Bisan naay baobao masakyan gihapon mi, kay naa man mga suki, mga kaila. Mas lamang manmi kaysa sa mga baobao kay sama anang Diwalwal, diman sila makalusot. (Participant 4, page 4, lines 10-11) (Even if there are *baobaos*, passengers still ride with us. Yes, because we have regulars, acquaintances. We are at an advantage compared to *baobaos* because in places like Diwalwal, they can't get through.)

As the participants shared, I was reminded of how livelihood is often shaped by both competition and connection within a community. The participant's words show that despite the presence of modern transport options like *baobaos*, single motorcycle drivers are still able to sustain their work because of trust, familiarity, and established relationships with regular passengers. It made me realize that in many rural or challenging areas, accessibility and personal connection can matter more than modern convenience. Their advantage is not only in their mobility but also in their deep understanding of the routes and the needs of the people they serve.

Another participant shared:

Kanang mga suki suki, mao nay gisaligan... Kanang usahay, kanang minus kaayu sila usahay walao kulang ang pamiliti, dili lang sila pwersahun. Tabangan na lang nato. (Participant 7, page 10, lines 4-6) (Those regular passengers, they are the ones we rely on... Sometimes when they are really short on fare, we don't force them. We just help them out.)

As this was shared, I felt a strong sense of compassion and mutual trust between the driver and his regular passengers. It made me realize that their relationship goes beyond a simple transaction, as it is built on familiarity and understanding of each other's situations. The driver's willingness to still accommodate passengers even when they cannot pay enough reflects genuine kindness and humanity in his work. It also highlights how survival in their livelihood is not only about earning income, but also about maintaining relationships and showing empathy to those who are in need.

It may refer to the way they identify road and economic risks and adjust their driving behavior and decisions to ensure safety while continuing to provide transport services. One of the participants shared:

Ug kusog ang ulan, tago ka uy. Tago. Hangyoon ang pasahero nga silong ta kay mangabasa ta labi nag hangin. Bisan pag nay atop ang motor, ug muhangin, mabasa man. (Participant 4, page 9, lines 17-19) (If the rain is strong, you hide, you hide. Ask the passenger to take shelter because we'll get wet, especially if it's windy. Even if the motorcycle has a roof, if it's windy, we still get wet.)

Hearing his words, I felt a deep appreciation for the driver's awareness, care, and adaptability in facing unpredictable weather conditions while on the road. His decision to find shelter during heavy rain and to prioritize the safety and comfort of his passengers shows a strong sense of responsibility and concern for others, even in difficult circumstances. It also made me realize how challenging their work is, as they must endure not only physical discomfort like rain and wind but also the constant need to ensure safe travel. Despite these hardships, he continues with patience and care, highlighting the resilience and humanity behind his daily work as a driver. The participant shared:

Siyempre, dili jud nato paspasang padagan labi nag naay karga nga bata o tiguwang. Kinahanglan hinay-hinay lang para safe jud ang pasahero, (Participant 4, page 4, lines 3-4) (Of course, we should not drive fast, especially if carrying a child or an elderly person. We need to go slowly so the passenger is really safe.)

Listening to this, I felt a strong sense of responsibility and care in the participant's emphasis on driving safely, especially when carrying children and elderly passengers. It made me realize that his work is not only about earning a living but also about ensuring the safety and well-being of every passenger he serves. This concern was further echoed by participant, who shared:

Dili jud ta magtinanga samtang nagdrive. Dapat alerto kanunay sa palibot para malikayan ang disgrasya, ilabi na ug daghan ang sakyanan. (Participant 5, page 5, lines 39-40) (We should not be careless while driving. We must always be alert to the surroundings to avoid accidents, especially when there are many vehicles.)

As the participants spoke, I observed how highly alert and aware he was of his surroundings, always mindful of potential risks just to prevent accidents. This made me realize that attentiveness and responsibility are essential qualities in ensuring road safety and protecting not only oneself but also other road users.

Perceptions of single motorcycle drivers on the outcomes of their efforts

Drivers perceive their efforts as a way to meet daily necessities such as food, household expenses, and children's need. One of the participants said:

Akong ipadayon ang single motor drayber kay wa man juy laing panginabuhi unya wa puy laing diskarte. Mao rajud, ang pagdrive. Participant 6, page 7, lines 26-28 (I will continue being a single motorcycle driver because I have no other livelihood and no other strategy. This is it, driving.)

As I reflect on their words, I felt compelled to continue their trade because they lacked other professional skills or opportunities, leaving them entirely dependent on their ability to drive. A participant shared:

Mao rajud ni akong gisaligan para sa akong pamilya, sukad pa sauna. Wala na koy laing trabaho nga nahibaloan gawas sa pagmotor. (Participant 5, page 7, lines 34-35) (This is the only thing I rely on for my family, ever since before. I don't know any other job except driving a motorcycle.)

As the participant spoke, I observed a quiet sadness in his eyes, suggesting the heavy burden of depending solely on motorcycle driving to sustain his family. His words conveyed not only emotional strain but also a deep resilience, as he continues to persevere despite limited opportunities and the uncertainties of his livelihood.

Similarly, another participant shared:

Lisod pangita ug trabaho ron labi na ug wala kay nahuman, mao nang bisan gamay ang kita, padayon gihapon sa pagpamasada. (IDI Participant 8) (It's hard to find work now, especially if you didn't finish school. That's why even if the income is small, I still continue driving.)

Akong plano nga mangita unta ug laing ka income man pero lisod man kaayo jud ug asa pud ta mangita ug trabaho. (Participant 1, page 1, lines 12-13)

Another participant added:

Mag pulo na katuig. Padayun lang gihapon. Sauna mapugos pa silag sakay kay wala pamay baobao. (IDI Participant 3) (It's been ten years. Still continuing. Before, passengers were forced to ride because there were no baobaos yet.)

The discussion of this quote showed that the driver felt forced to remain in the industry due to their lack of formal education, choosing to persist with driving despite the diminishing returns because no other jobs were available to them. Consequently, a third participant pointed out the daily pressure of their situation, stating:

Ug dili ko mubyahé, wala miy makaon. Kini rajud ang among gikuhaan sa adlaw-adlaw nga gastohon (IDI Participant 1) (If I don't drive, we won't have food. This is really where we get our daily expenses.)

This indicated that the driver's daily operations were a direct requirement for their family's sustenance, as the motorcycle served as the sole engine for their household's day-to-day economy.

Akong gipaningkamotan nga puhon makapalit pud ko ug baobao ,para makasabay pud ko sa bag-o kron nga sakyanan. (IDI Participant 2, page 2, lines 36-37) ("I am striving hard so that in the future I can also buy a baobao so I can keep up with the new modern vehicle today.")

Hearing this, I was deeply touched by the unwavering determination in their words, as they persistently work hard despite the many challenges they face in their current situation. Their aspiration to acquire a baobao reflects not only a desire to improve their livelihood, but also a strong sense of resilience and adaptability in striving to keep pace with the rapidly evolving transportation landscape. One of the participants said:

*Ug naa nay balaod nga i-face.out na ang mga single motorcycle sa pagbyahe, murag diha njud me mapugos ug pangutang ug baobao. .”.) (Participant 3, page 4, lines 6-7) (“If there is already a law phasing out single motorcycles for transport, we will likely be forced to borrow money to buy a *baobao*.)*

This statement highlights the uncertainty and pressure reflected in their situation, as policy changes could directly affect their only source of income. The thought of being forced to borrow money just to continue working highlights the financial vulnerability they face. It is a clear reminder of how deeply livelihood and survival are tied to changes in transportation regulations, leaving them with limited but difficult choices. One of them said:

*Nangandoy pud ko anang baobao pero dili pa karon kay ipit pa. Ug wa kay baynte singko mil down. Makaya ragud ang binulan gud, makaya raman, syete. Mao nay geingon nga budget na lang jud sa, lainon na lang jud. Pero ug ing ana sa akong kabahin, ah di na lang. Kaluy an sa Ginoo (Participant 5, page5, lines 31-34) (I also dream of having a *baobao*, but not right now because things are still tight. If you don't have 25,000 for the down payment, it's really difficult. The monthly payment is manageable, around seven. That's why I just rely on budgeting and adjust things instead. But in my case, if it's like that, I just let it be. By God's grace.)*

As the participants shared, I felt a deep sense of understanding of their longing for a *baobao* as both a hope for improved livelihood and a reflection of their current financial limitations. I felt moved by how they continue to rely on budgeting, patience, and faith in God while accepting that their dream has to wait for the right time.

SUMMARY OF FINDINGS

Stressful and shocking events encountered by single motorcycle drivers

The findings indicate that the rise of *baobao* has significantly reduced the income of single motorcycle drivers due to increased competition, passenger preference and increase in fuel prices.

Perceptions of single motorcycle drivers on their livelihood

The single motorcycle driver perceive their livelihood as necessity and a long-term means of survival, service and help to passengers, and a form of unity and cooperation among fellow drivers to maintain harmony and avoid conflict.

Manifestation of efforts in maintaining capabilities and assets and providing opportunities

The manifestation of efforts in maintaining their capabilities and assets and providing opportunities are, consistent vehicle maintenance, financial planning and budgeting, adaptive safety practices, and utilization of social networks.

Perceptions of single motorcycle drivers on the outcomes of their efforts

The findings indicate that single motorcycle drivers perceive their livelihood as a necessary and long-term source of survival, limited education, lack of alternative employment, and financial constraints.

DISCUSSION

In this section, I presented the findings of my study, future direction, and implications for practice.

Stressful and shocking events encountered by single motorcycle drivers

In this study, I found that the rise of *baobao* has significantly reduced the income of single motorcycle drivers due to increased competition, passenger preference and increase in fuel prices. My finding aligns with the work of Cruz and Santos (2024), revealing that the growth of modern and higher-capacity transport systems significantly affects the earnings of traditional motorcycle drivers. Their study highlights that passenger tend to prefer more comfortable, roofed, and spacious vehicles, which leads to reduced demand for single motorcycle services and consequently lowers drivers' daily income. It also agrees with Lim and Reyes (2023), who reinforce

this situation by emphasizing that rising fuel prices place an additional burden on transport drivers, as a large portion of their already limited income is spent on fuel. This financial pressure reduces their net earnings and increases their vulnerability, often forcing them to adopt coping mechanisms such as minimizing expenses or struggling to sustain daily operations.

In contrast, I opposed the study of Garcia and Tan (2023), who argued that the introduction of digital motorcycle transport platforms can actually improve drivers' income stability. Their findings suggest that when drivers adapt to modern systems and technologies, they may experience better access to passengers and more consistent earnings. Overall, these studies show that while modernization and economic challenges such as fuel price increases can negatively impact traditional motorcycle drivers, there are also emerging opportunities that may improve their livelihood if they are able to adapt to changing transport systems.

Perceptions of single motorcycle drivers on their livelihood

In this study, I found that the single motorcycle driver perceive their livelihood as necessity and a long-term means of survival, service and help to passengers, and a form of unity and cooperation among fellow drivers to maintain harmony and avoid conflict. With this finding, I agree with Castilla et al. (2024), who showed that motorcycle drivers experience significant physical and environmental stress, yet continue working by relying on coping mechanisms and personal endurance. Likewise, I support Landayan et al. (2024), who researched on transport workers in the Philippines and highlighted how drivers facing modernization and economic challenges demonstrate resilience and adaptability, often depending on informal support networks and alternative income strategies to survive. However, I disagree with the study of Wada et al., (2023), asserting that that motorcycle use can also provide social interaction and perceived well-being benefits, indicating that not all experiences are purely driven by hardship and survival.

Manifestation of efforts in maintaining capabilities and assets and providing opportunities

In this study, I found that that single motorcycle drivers emphasize the importance of regular motorcycle maintenance, careful financial budgeting, and rely on faith and prayer for strength. This finding supports the study of Cruz and Santos (2024), who found that traditional motorcycle drivers often regard their work as a primary survival strategy despite low and unstable earnings, highlighting their persistence in continuing the job due to limited alternative employment opportunities. Similarly, this study aligns with Lim and Reyes (2023), who found that drivers frequently demonstrate resilience and adaptability by diversifying their income sources, such as engaging in side jobs or informal economic activities, to cope with insufficient daily earnings and sustain their families. These findings align with the present study, which shows that drivers combine endurance, cooperation, and adaptive strategies to survive economically.

However, I opposed Garcia and Tan (2023), who argued that with the integration of digital transport platforms and modern mobility systems, some drivers experience improved income stability and reduced reliance on multiple side jobs, suggesting that modernization can potentially enhance livelihood conditions rather than merely intensify economic hardship.

Perceptions of single motorcycle drivers on the outcomes of their efforts

In this study, I ascertained that single motorcycle drivers perceive their livelihood as a necessary and long-term source of survival, limited education, lack of alternative employment, and financial constraints. My finding aligns with the study of Cruz and Santos (2024), who found that motorcycle drivers often remain in their occupation due to limited education and restricted access to alternative employment, making driving a long-term survival strategy despite low and unstable income. Likewise, I support the study of Lim and Reyes (2023), who found that many informal drivers continue their work out of necessity, while also expressing aspirations to improve their livelihood through upgrading to more modern transport options or expanding their income sources, reflecting both economic dependence and hopeful mobility goals. These align with the present study, where drivers continue operating despite financial hardship and express intentions to shift toward Baobao ownership if financially possible.

In contrary, I disagree with Garcia and Tan (2023), who argued that transport modernization and digital mobility systems can significantly improve drivers' income stability and reduce long-term financial insecurity, suggesting that livelihood outcomes may improve rather than remain constrained when drivers are integrated into modern transport frameworks.

Implication for Practice

Schools may implement community-based extension programs anchored in relevant Senior High School (SHS) Strands such as the Technical-Vocational-Livelihood (TVL) track, particularly SMAW (Shielded Metal Arc Welding), Automotive Servicing, and Entrepreneurship, as well as HUMSS for values formation and community engagement, to support single motorcycle drivers in coping with stress, economic challenges, and changing transportation demands. Through this, schools may provide assistance for their motorcycle repair and maintenance, especially during unexpected breakdowns that affect their daily income.

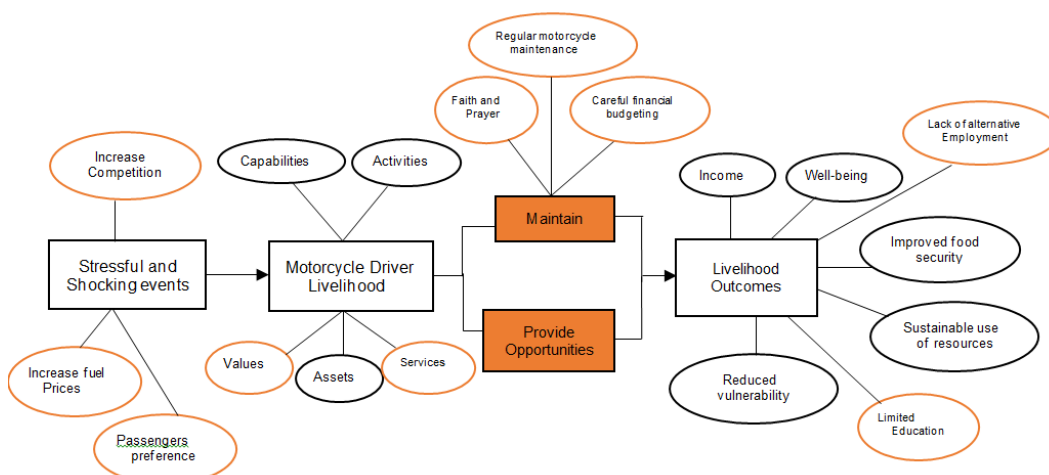
In addition, the government, through the department of Agriculture, may implement sustainable livelihood programs such as providing capital in the form of livestock, and vegetables seeds which may serve as an alternative source of income. These efforts, combined with skills training and financial management programs, may help drivers become more resilient, diversify their sources of livelihood, and gradually improve their overall economic stability. Schools and government agencies may collaborate through SHS-based community programs (TVL and HUMSS), with support from the Department of Agriculture, to provide motorcycle drivers with technical skills, financial literacy, and alternative livelihood opportunities.

Future Directions

Future studies may employ multiple linear regression analysis to examine how stressful and shocking events and motorcycle driving predict livelihood outcomes, with these factors treated as independent variables and livelihood outcomes as the criterion variable. Mediation analysis may also be conducted to determine whether motorcycle driving functions as a mediating variable in the relationship between stressful experiences and livelihood conditions.

In addition, future research may utilize Exploratory Factor Analysis (EFA) to develop and validate a measurement instrument that captures key dimensions of livelihood. Variables such as stress and shocking events, motorcycle driver livelihood, maintenance and provision of opportunities, and livelihood outcomes may be operationalized using indicators drawn from the emerging sub-themes. These include increased competition, rising fuel prices, passenger preferences, individual capabilities, daily activities, values, assets, access to services, faith and prayer, regular maintenance practices, careful financial budgeting, income, well-being, limited alternative employment, improved food security, sustainable use of resources, limited education, and reduced vulnerability.

Modified Paradigm



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