



VEHICULAR HOMICIDE: THE INAUDIBLE STATEMENTS OF THE OFFENDERS

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ABSTRACT

This research study explored the inaudible statements of the offenders of vehicular homicide, focusing on the measures they take to avoid the vehicular accident, their reactions right after the vehicular accident, the effect of the accident on their lives and their realizations. Employing a case study design, five participants from the Province of Ilocos Norte who had involved in vehicular homicide cases were selected for in-depth interviews.

The analysis revealed that the participants' preventive measures during vehicular accidents, such as braking and counter-steering, often proved ineffective due to the suddenness of the situations. Following the accidents, offenders experienced shock, nervousness, and trauma, with some attempting to escape responsibility. The emotional aftermath included guilt over causing fatalities, insomnia, and social isolation, particularly among those stigmatized as "killers." Reflecting on these events, the offenders stressed the importance of road safety and the inevitability of accidents, advocating for preventive measures to protect others.

Based on the findings, the researchers recommend that Vehicular Homicide Offenders seek mental health support and engage in social reintegration activities, aided by family and friends. Group sessions can help provide emotional support. Suggested interventions for drivers include enrolling in safe driving courses and competency assessments to ensure qualifications. Thorough investigations by the Philippine National Police should consider all potential factors and involve sensitive interviews with witnesses. The Land Transportation Office is urged to impose stricter regulations on public transportation, including enhanced driver licensing, mandatory rest periods, and vehicle maintenance standards. Additionally, road safety improvements are advised, such as better signage, road visibility, and strict enforcement of traffic laws.

Key words: Vehicular Homicide, Offenders, Accident, Inaudible Statements, Preventive Measures, Traffic Laws, Road Safety, Road

CHAPTER I THE PROBLEM AND ITS SETTING

Introduction

Vehicular homicide has emerged as a significant global concern, particularly in the Philippines, where road accidents remain a leading cause of death. These incidents, defined as collisions involving vehicles that result in death, injury, or property damage to pedestrians or objects, are often caused by reckless driving behaviors such as speeding, impaired driving, and violations of traffic rules. According to the World Health Organization (WHO), approximately 1.2 million people die annually due to road accidents worldwide. In the Philippines, alarming statistics place vehicular accidents among the primary causes of fatal incidents.

Under Article 365 of the Revised Penal Code (RPC), when the death of a person is caused by imprudence or negligence, coupled with a violation of the Automobile Law, the offender shall be punished with prisión correccional in its medium and maximum periods. The law further provides that failure to render aid at the scene of the incident constitutes an aggravating circumstance, warranting the imposition of a penalty next higher in degree than those prescribed under Article 365. Reckless imprudence refers to a high degree of negligence in which a person willfully disregards the potential dangers their actions may inflict on others. When such negligence results in the death of another individual, it is classified as reckless imprudence resulting in homicide. Unlike intentional homicide, which requires proof of intent to kill, this quasi-offense focuses solely on the absence of due care (Villahermosa, 2025).

Reckless driving behaviors are prevalent and are often fueled by impatience, traffic congestion, and aggression. The consumption of alcohol and drugs prior to driving significantly impairs attention, judgment, and decision-making, thereby increasing the risk of accidents. Despite the existence of strict legal penalties, these behaviors persist. Additionally, driver fatigue poses a serious threat, as drowsy drivers may lose concentration or fall asleep at the wheel, leading to fatal consequences (Gossling, 2017).

In this investigation of vehicular homicide, the researchers aimed to examine the often-overlooked auditory aspects of these cases. The auditory states of offenders—encompassing both internal (psychological) and external (environmental) sounds—may significantly influence driving behavior. This study seeks to understand how these auditory dimensions contribute to experiences that may lead to vehicular homicide.

Vehicular homicide reflects a complex interaction of human behavior, environmental conditions, and systemic challenges within the Philippines. Addressing this issue requires a multifaceted approach, including enhanced driver education, stricter enforcement of traffic laws, and improved road infrastructure. By exploring the auditory influences on drivers, this study aims to provide deeper insights into preventive strategies, ultimately contributing to safer roads and the protection of human lives.

Background of the Study

In the United States, traffic fatalities account for more than 90 percent of transportation-related fatalities, and motor vehicle accidents are the leading cause of death for persons aged five to 29 years old. It is ranked as the third most significant cause of years of potential life lost, after cardiac disease and cancer. Between 2016 and 2022 of the United States, the number of vehicle miles traveled increased from about one trillion to 2.1 trillion. Travel by motor vehicles provides an unprecedented degree of mobility, leading to the continuous growth of traffic. Highway safety

is a worldwide problem, with over 500 million cars and trucks in use; more than 500,000 people die each year in motor vehicle crashes, and about 15 million are injured (Zarif, 2024).

In the Philippines, a common problem faced by both the people and the government involves violations of traffic laws. The percentage of reckless driving cases in the Philippines is high, and most accidents are caused by falling asleep while driving, driving under the influence of alcohol, and mechanical malfunction of vehicles. Most people perceive those involved in vehicular homicide as irresponsible wrongdoers, forgetting that these perpetrators also have rights as human beings. Societal perceptions tend to categorize offenders as merely reckless drivers, overshadowing their human rights and experiences. This study seeks to illuminate the often-ignored voices of those accused of vehicular homicide, emphasizing that their stories are essential for a comprehensive understanding of these incidents. By shifting the focus from victims to offenders, this study aims to foster empathy and provide insights into the psychological and emotional challenges they face.

According to the case study of Arvinjay Estella (2024), road accidents can be prevented. There are many projects being implemented by the government to ensure safe and convenient roadways for every road user. However, having roads free from physical issues alone is not enough to prevent the occurrence of accidents. In this regard, the most common causes of vehicular accidents can be divided into three main groups, namely: human factors, vehicular factors, and environmental factors.

Human factors play a significant role in vehicular accidents. In the Philippines, distracted driving is one of the leading causes of accidents. This involves any activity that takes a driver's attention away from the road, including but not limited to the use of mobile phones, eating, and talking to passengers. To address this issue, a law was enacted known as the Anti-Distracted Driving Act of 2016, or Republic Act No. 10913.

Similarly, driving under the influence of drugs and alcohol can also result in accidents, as it impairs judgment, coordination, and reaction time, thereby increasing the risk of crashes. In the Philippines, this behavior is penalized under Republic Act No. 10586, also known as the Anti-Drunk and Drugged Driving Act of 2016. Another human factor is speeding, wherein drivers exceed speed limits and reduce their time to react to hazards, increasing the risk of road crashes.

On the other hand, vehicular factors include mechanical failure and vehicle defects. Mechanical failure includes faulty brakes, tires, or other vehicle components that can lead to accidents if not properly maintained, whereas vehicle defects refer to manufacturing flaws or defects.

While Ilocos Norte has maintained a relatively peaceful status regarding crime, the rise in traffic accidents is alarming. Recent statistics indicate a 27% increase in vehicular accidents, with reckless imprudence resulting in physical injury rising by 77%. The data show a concerning trend: while offenses related to reckless driving have increased, public discourse often fails to address the underlying causes and the human experiences behind these statistics (Ilocos Norte Provincial Government, 2019).

One of the objectives of this study is to delve into the thoughts, sentiments, and coping strategies of individuals involved in vehicular homicide in Ilocos Norte. While many reports focus on statistics and casualties related to car accidents, this research aims to provide a nuanced understanding of offenders' perspectives. Often labeled as irresponsible, these individuals have complex narratives that deserve exploration.

On the part of the researchers, the second objective of this study is to uncover the unspoken thoughts, sentiments, and coping strategies of individuals involved in vehicular homicide in Ilocos Norte. Given the abundance of statistical reports on car accidents that solely highlight casualties, this research distinguishes itself by focusing on offenders. Without

understanding the whole story, people often label offenders as irresponsible drivers while showing compassion only for the victims. As researchers, we aim to focus primarily on offenders rather than victims, as this study seeks to provide a deeper understanding of offenders' perspectives.

Previous studies have focused mainly on statistics, motivations, and characteristics related to vehicular homicide, whereas this study emphasizes the lived experiences of offenders, including how they handle and settle their cases. The main objective of this study is to examine the measures taken by offenders to avoid vehicular accidents, their reactions immediately after the incident, the effects of the accident on their lives, and their realizations following the event. By broadening the conversation to include these perspectives, this study aims to foster greater awareness and empathy, ultimately contributing to more effective strategies for addressing traffic safety and preventing future incidents.

Statement of the Problem

This study aimed to investigate the offenders experiences in vehicular homicide. Specifically, it sought to answer the following questions:

1. What are the measures taken by offenders to avoid the vehicular accident?
2. What are the reactions of the offenders right after the vehicular accident?
3. What are the effects of the accident on the lives of the offenders?
4. What are the realizations of the offenders?

Theoretical Framework

This theoretical framework outlines the foundational theories guiding the investigation of the research problem surrounding vehicular homicide in Ilocos Norte.

Risk Compensation Theory

Risk Compensation Theory describes how individuals may adjust their behavior in response to perceived changes in risk levels. According to this theory, increased safety features (such as seatbelts) may lead individuals to engage in riskier behavior. This may translate to offenders driving faster or less cautiously, believing they are adequately protected. Conversely, a driver who anticipates a potential accident may engage in defensive driving, taking measures to mitigate risk, even if those actions are not entirely legal or ethical (Peltzman & Wilde, 1975).

This theory helps explain the measures taken by offenders before or during vehicular incidents, as it implies that even drivers trained in defensive techniques may subconsciously compensate for perceived safety by engaging in riskier behavior.

Routine Activity Theory

Routine Activity Theory is a criminological approach that relates crime closely to environmental conditions, views crime as an event, and emphasizes its ecological context (Cohen & Felson, 1979).

In the context of vehicular homicide, factors such as insufficient traffic enforcement and inadequate road safety measures may create an environment conducive to reckless driving. This theory highlights the importance of strengthening road safety infrastructure and law enforcement efforts to reduce traffic-related offenses.

Cognitive Dissonance Theory

Cognitive Dissonance Theory suggests that individuals experience psychological discomfort when their beliefs conflict with their behaviors, a concept known as the principle of cognitive consistency (Festinger, 1957).

Offenders involved in vehicular homicide cases may struggle with feelings of guilt, shame, or denial, which may lead to various coping mechanisms. Understanding this psychological process provides insight into how offenders perceive their actions and the consequences they face.

Trauma Theory

Trauma Theory posits that individuals experience psychological trauma when they encounter overwhelming events that threaten life or safety and create feelings of helplessness. Such trauma may result from accidents, violence, natural disasters, or severe neglect (Freud, 1960).

For offenders involved in vehicular homicide, the emotional and psychological aftermath of the incident can be profound, significantly affecting their mental health and overall well-being. This theory underscores the importance of addressing the psychological needs of offenders following such incidents.

Conceptual Framework

This study adopts the Input–Process–Output–Outcome (IPOO) Model in assessing the inaudible statements of offenders involved in vehicular homicide. The IPOO Model is a conceptual framework that represents the structure of a system or process by breaking it down into four components: input, process, output, and outcome. It is widely used in fields such as computer science, management, engineering, and education to analyze and design systems or processes. In this model, the output refers to the findings and results of the study, while the outcome refers to the impact or application of the research (CioIndex, 2024).

Using the IPOO Model, the inputs of this study include the measures taken by offenders to avoid vehicular accidents, their reactions immediately after the incident, the effects of the

accident on their lives, and their reflections and realizations. The process involves the use of qualitative research methods, specifically case study design, narrative analysis, and data analysis. The output of the study is a proposed documentary video entitled “Behind the Wheel: A Story of Regret,” which aims to raise public awareness.

The outcome of the study is to serve as a safety reminder emphasizing the importance of responsible driving practices, encouraging drivers to understand their responsibilities, remain aware of their surroundings, and strictly follow traffic rules and protocols to prevent devastating incidents.

CONCEPTUAL FRAMEWORK

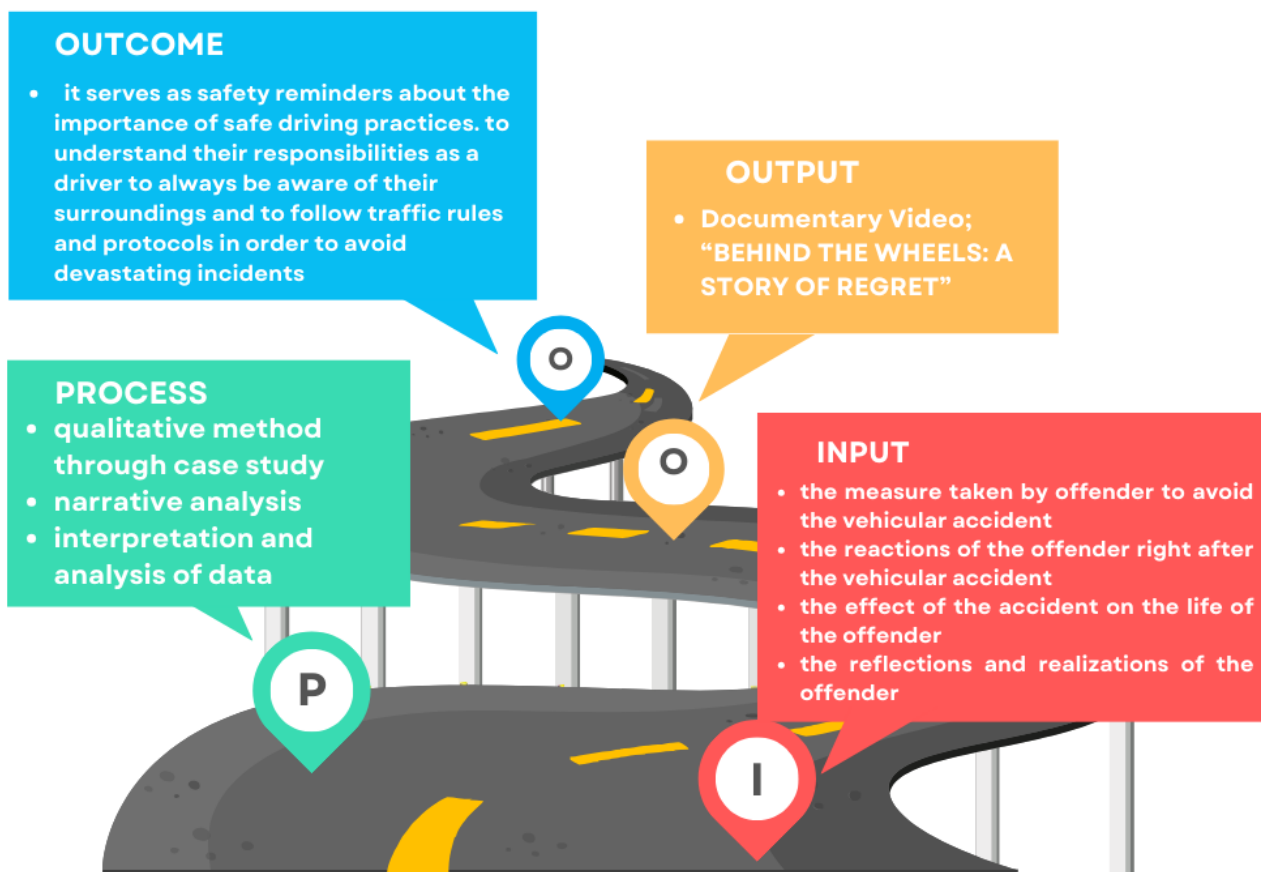


Figure 1. Paradigm of the Study

Scope and Delimitations of the Study

The study focused on the experiences of offenders involved in vehicular homicide cases. Specifically, it examined the measures taken by offenders to avoid vehicular accidents, their reactions immediately after the incident, the effect of the accident on their lives, and their reflections and realizations. The research focused on individuals who have been convicted with final judgment, are currently under trial, have been released on bail, or have reached an amicable settlement.

The study limits only into five participants who have been convicted with final judgment, are currently under trial, have been released on bail, or have reached an amicable settlement. This study examined the post-incident experiences of offenders within a specific time frame, limited to vehicular accidents that occurred within the past five years. As such, the findings may not capture long-term changes in attitudes or behaviors beyond the initial aftermath of the incidents.

Significance of the Study

The study aimed to provide valuable insights for various stakeholders, benefiting them in multiple ways:

Vehicular Homicide Offenders. This study could offer offenders a platform to share their experiences, allowing them to articulate their feelings, reflect on their actions and these accident may be a keepsake for them. By understanding their emotions, they may find pathways to healing and personal growth.

Drivers. Drivers could gain knowledge from the experiences of offenders, which would serve as awareness for road safety and encourage them to be more mindful while driving.

Local Government Units (LGUs). LGUs could launch national or local campaigns promoting responsible driving practices, passenger safety awareness, and the importance of reporting potential hazards, while also encouraging community involvement in road safety initiatives.

Law Enforcement Agencies. Law enforcement agencies could utilize the findings of this study to better understand the motivations and challenges faced by offenders. This knowledge may enhance their approaches to investigations and interventions related to vehicular accidents.

Community. The findings could help the community develop a more nuanced understanding of offenders' experiences. By hearing their stories, community members would be encouraged to foster empathy and avoid quick judgments, promoting a more supportive environment for rehabilitation.

Academic Institutions. The results of this study could be used as a guide or educational tool to promote awareness and learning within school premises.

Researchers. This study could provide researchers with insights and lessons about the realities faced by offenders in vehicular homicide cases. It could serve as a foundational resource for further studies on this topic, enriching the academic discourse on criminal behavior and its consequences.

Future Researchers. Future researchers would benefit from this study as it could lay the groundwork for subsequent investigations into vehicular homicide. The insights gained could inform methodologies and frameworks for exploring related topics in greater depth.

Definition of Terms

This study defines the following terms based on how the words are used in the study.

Effects. These refer to the impact on the life of the offender and the daily experiences encountered after the vehicular accident.

Homicide. This refers to the intentional or unintentional killing of a person. In legal contexts, it often refers to cases of reckless imprudence resulting in death under the Revised Penal Code (RPC).

Inaudible. This refers to individuals who struggle to express their feelings and emotions publicly, often resulting in their experiences being overlooked or misunderstood.

Measures. These refer to the actions taken by the offender right after the vehicular accident.

Reactions. These refer to the immediate response of the offender after the vehicular accident.

Realizations. These refer to the perspectives of the offenders throughout their journey of self-discovery and the insights they gain regarding the vehicular accident.

Vehicular. This refers to anything relating to a vehicle involved in an incident that results in the unintentional or unexpected death of an individual while driving on a roadway.

Vehicular Accident. This refers to an unexpected and unintentional incident that typically results in injury or death.

Vehicular Homicide. This refers to the crime of causing the death of another person due to negligent or reckless driving. This may include instances involving the influence of alcohol or drugs, gross negligence, or violations of traffic laws.

Vehicular Homicide Offenders. These refer to individuals who are accused of and have cases of vehicular homicide. This encompasses a wide range of people whose cases arise from accidents, negligence, or unavoidable circumstances.

CHAPTER II

REVIEW OF RELATED LITERATURE AND STUDIES

This chapter focuses on the related literature and studies that provide a more detailed and in-depth discussion of the relationship between vehicular homicide and the inaudible statements of offenders.

Article 365 of the Revised Penal Code

Studies on Reckless Imprudence Resulting in Homicide (Article 365, RPC) in the Philippines underline its characterization as a quasi-offense—a negligent act resulting in death without intent—rather than intentional homicide. Legal commentary differentiates between reckless imprudence and simple imprudence, emphasizing the heightened legal consequences when death occurs.

The literature supports the view that Article 365 effectively addresses fatal vehicular negligence through both criminal and civil channels, contingent on strict proof of recklessness

and causation. Future studies may quantify conviction rates, assess the impact of R.A. 10951, and examine prosecutorial patterns intended to enhance legal outcomes.

Anti-Drunk and Drugged Driving Act of 2013

Republic Act 10586 prohibits operating a motor vehicle under the influence of alcohol or dangerous drugs to enhance road safety, reflecting the State's policy to protect life and property (RA 10586, Declaration of Policy).

By imposing strict legal, procedural, and punitive measures—especially mandatory testing after accidents—RA 10586 aligns with global road safety standards. However, sustained enforcement and public awareness are necessary to fully curb impaired driving.

Anti-Distracted Driving Act

Republic Act 10913, enacted on July 21, 2016, and effective on May 18, 2017, aims to safeguard road users by criminalizing the use of mobile communication or entertainment devices while driving or while temporarily stopped at traffic lights, due to the heightened risk of distraction-related accidents. The Act addresses growing concerns regarding electronic device-induced distractions and reinforces public safety.

However, ambiguities such as definitional overlaps between merely seeing a device and actual use have prompted legal commentary on linguistic clarity and enforceability. Additionally, enforcement initially faced delays due to insufficient information dissemination, resulting in revisions and temporary suspensions before full implementation under updated Implementing Rules and Regulations (IRRs).

Homicide Outside the Family Sphere: Confession in Police Interrogation, Offender Motivation, and Characteristics – An Exploratory Study

Data were collected from the Quebec Coroner's Office, which provided 76 homicide files, including coroner reports. The study employed Pearson's chi-squared analyses to examine differences in confession types based on various offender characteristics. A two-step cluster analysis was also conducted to identify distinct offender profiles based on confession behavior and psychological traits.

The analysis revealed significant differences among offenders according to the type of confession, particularly in relation to the method used and the presence of antisocial, borderline, and narcissistic personality disorder traits.

The study of Bahary and Léveillé (2022) explored the psychological impact of extra-familial homicide offenders' confessions during police interrogations, aiming to improve law enforcement practices. Findings suggest that psychological traits significantly influence confessions, enabling law enforcement to tailor interrogation strategies to offender profiles and emphasizing the importance of addressing mental health and personality disorders.

Vehicular Negligence: A Socio-Legal Study of Crime, Law, and Public Safety

Badh (2018) employed an interdisciplinary approach to study vehicular negligence, incorporating socio-legal, linguistic, and psychological perspectives. The study explored how legal language and public perception influence police and judicial practices, revealing gaps in public understanding and the impact of legal discourse on accountability.

Based on the findings, Badh advocates for a more holistic approach that addresses public perception, emotional trauma, and language use in legal contexts. This research is crucial for improving law enforcement and judicial practices and enhancing public safety in vehicular negligence cases.

The study of vehicular negligence, particularly vehicular homicide, has largely focused on drunk driving incidents. This narrow perspective often overlooks other contributing factors to motor vehicle incidents resulting in injury or death. Existing literature tends to emphasize legal outcomes while inadequately addressing societal contexts and emotional dimensions.

Violence on the Road: The Crime of Vehicular Homicide

Michalowski (1975) analyzed 119 vehicular homicide cases that occurred in Columbus, Ohio, over a three-year period. Data were collected from police files, focusing on accidents where the driver was responsible for a wrongful death. Findings indicated that vehicular homicides were more prevalent in low-income areas with high Black populations, with perpetrators often being young, male, unmarried, and employed in lower-status occupations. Alcohol consumption was a significant contributing factor, and prior criminal records suggested aggressive behavior.

The study highlights vehicular homicide as a form of violence that is often overlooked compared to interpersonal violence. It reveals that vehicular homicide patterns resemble those of urban violence crimes, emphasizing the influence of violent subcultures on driving behavior and the need for improved prevention strategies.

The Many Faces of Violence: A Theoretical and Statistical Comparison of Homicides, Suicides, and Motor Vehicle Fatalities

Nalla and Alvarez (1995) argue that addressing broader social issues, such as economic and racial inequalities, is essential for reducing all forms of lethal violence. Economic deprivation and racial conflict significantly affect homicide, suicide, and motor vehicle fatality rates, while divorce rates and unemployment show no significant correlation.

The study examined homicide, suicide, and motor vehicle fatalities in the Phoenix metropolitan area from 1950 to 1988 using ordinary least squares regression analysis. It concludes that these forms of violence share common social origins and require a comprehensive framework beyond homicide alone.

“Vehicular Homicide”: A New Italian Offense

Italy introduced a new law criminalizing vehicular homicide and negligence-related injuries in response to increasing road fatalities, particularly among individuals aged 15–29. The law, effective March 25, 2016, modified the Penal Code to strengthen driver accountability and promote public safety.

In their study, Marinelli et al. (2016) compared Italy’s vehicular homicide law with other European legislation, highlighting its distinct approach and identifying challenges in implementation. Future research is encouraged to assess its effectiveness and guide policy development.

Legal Responsibility of Public Transport Bus Drivers in Fatal Accidents (Indonesia)

Lubis (2022) examined the legal implications of fatal road accidents involving public transport in Indonesia under Law No. 22 of 2019. Using the Simalungun District Court Decision No. 55/Pid.Sus/2019/PN Sim as a case study, it analyzes legal reasoning, evidence, and judicial interpretation.

The findings suggest that courts consider witness testimonies, police reports, and expert opinions in determining liability. The study discusses implications for future cases and improvements in legal frameworks to enhance accountability and accident prevention.

Traffic Accidents with Fatal Consequences Under the Influence of Alcohol

Alcohol-impaired driving remains a significant global cause of fatal traffic accidents. Investigating such incidents requires an interdisciplinary approach involving forensic science, medicine, pharmacology, psychiatry, and criminal law.

Forensic toxicology determines blood alcohol concentration using methods such as gas chromatography–mass spectrometry. Psychiatric and narcological evaluations assess mental state, substance dependence, and behavioral factors contributing to intoxicated driving. These assessments help identify conditions such as impulsivity, anxiety, or depression that may influence driver behavior.

In conclusion, addressing alcohol-related fatal traffic accidents requires collaboration among forensic experts, medical professionals, mental health specialists, and legal practitioners (Shapovalov and Valeriy, 2023).

CHAPTER III

RESEARCH METHODOLOGY

This chapter presents the research design and methodology to be used in conducting this study. It also discusses the participants, specifically the offenders of vehicular homicide, and the tools that will be employed to gather data.

Research Method and Design

This study used a qualitative research method that delves deeply into participants' experiences, opinions, and actions to address real-world issues. The qualitative approach is advantageous for understanding human behavior patterns and processes that are difficult to quantify (Tenny & Brannan, 2022). It is particularly appropriate for this study because it enables participants to explain their feelings, thoughts, and experiences during relevant events, making it easier to explore factors such as attitudes and behaviors.

The researchers employed a case study approach to provide a comprehensive and accurate depiction of events without necessarily exploring underlying causes. According to Salmons (2021), a case study is a method that involves collecting and analyzing data from one or more "cases," which can be instances, examples, or settings where a phenomenon can be examined. The case study allows the researchers to focus on a specific situation in greater detail than a broad statistical survey would, breaking down a wide field of study into a manageable subject.

Population and Locale of the Study

The participants consisted of five male offenders of vehicular homicide, including those who have been convicted with a final judgment, are currently under trial, have been released on bail, or have reached an amicable settlement. This study examined post-incident experiences within a specific time frame—specifically, vehicular accidents that occurred within the last five years—which may not capture long-term changes in attitudes or behaviors beyond the initial aftermath.

The researchers used purposive sampling to select participants based on their relevant experiences and knowledge as vehicular homicide offenders. Purposive sampling, also known as judgmental or selective sampling, is a non-probability technique in which participants are deliberately chosen for their expertise, relevance, or direct experience with the research topic (Hassan, 2024).

Three participants were from Brgy. 14 San Gregorio, San Nicolas, while the others were from Banna and Brgy. 5 San Vicente, Sarrat, all within Ilocos Norte. Interviews were conducted in locations chosen by the participants, such as their homes or jail, and were video-recorded for documentation purposes.

Data Gathering Tool

A semi-structured interview guide was used as the primary instrument for data collection through face-to-face interviews. The guide contained questions specifically related to the study's focus on the inaudible statements of offenders in vehicular homicide. This method ensured that interviews remained focused and contextually relevant. In addition, the researchers used notebooks and recording devices to accurately capture participants' responses. The interview guide underwent content validation by experts, and a pilot test was conducted to establish reliability.

Data Gathering Procedure

After the final validation of the interview tools, the researchers prepared letters for participants, including consent forms explaining the purpose of the study, which were approved by the research adviser. Interviews were conducted according to participants' preferences, and confidentiality was assured. Following data collection, the researchers transcribed the interviews and analyzed the data using the chosen qualitative methods.

Treatment of Data

Narrative analysis was employed to interpret participants' personal stories. This method focuses on understanding core narratives while considering the language and expressions used. Narrative analysis allows the researchers to capture participants' articulated experiences and motivations, providing a comprehensive understanding of their perspectives. Using first-person narratives, the data were organized to reflect how each individual experienced the vehicular homicide incident (Kaluza, 2023).

Ethical Considerations

The researchers informed participants of their rights and obtained informed consent, providing thorough information about the study's purpose and ensuring confidentiality. Participants were free to decline to answer any questions that made them uncomfortable. The researchers were committed to preventing any physical, emotional, or psychological harm, ensuring that questions were respectful and non-intrusive. All collected data were treated with strict confidentiality and anonymity, in compliance with the Philippine Data Privacy Act (DPA) of 2012, protecting participants' personal information from unauthorized disclosure.

CHAPTER IV

PRESENTATION, INTERPRETATION, AND ANALYSIS OF DATA

This chapter presents, interprets, and analyzes the data gathered from the participants' narratives regarding the inaudible statements of offenders in vehicular homicide.

Vehicular accidents resulting in fatalities can lead to vehicular manslaughter or homicide charges if the driver acted negligently, recklessly, or under the influence of drugs or alcohol. Focusing on the offenders' perspectives rather than the victims' experiences, this study examines vehicular homicide through the lens of the offenders' inaudible statements. Specifically, it explores the measures taken by offenders to avoid the accident, their immediate reactions after the incident, the effects of the accident on their lives, and their reflections and realizations following the event.

The participants consisted of five male offenders of vehicular homicide who willingly agreed to participate in the study. All interviews were conducted within the province of Ilocos Norte.

CASE NO. 1

Participant No. 1, a male offender who was in his mid-30s at the time of the accident, shared the following account of his experience:

“Lalaki nga agtawen 8 years old tay nadungparko.

Tay aksidente ket napasamak idi 2012 iti 2:00 pm

idjay Tabuk, Kalinga. Didiay nga time napannak nag-deliver ti

grocery items iti maysa a grocery store idi

idi agapannak adda kadwak nga dua, kumbaga dua ngamin nga lugan ti inusarmi duwva nga ten wheeler nga truck. Tattan didiay truck ko siak ti inmuna nga nag diskarga iti kargana iso siak ti inmuna nga nagawid, dagidiay kadwak nagbatida idiaiy maysa nga lugan. Idi paawid nakun adda ngamin masabatko nga jeep ket ti dalanda ngamin ket medyo naiilet, kasi siempre ten wheeler nga truck dakdakkal nga lugan. Didiay jeep haan nga nag-shoulder ngem nainayadnak pumalpalonak ti 40kmph, idi nabatogko didiay likod iti jeep bigla timmaray tay ubing haa ko napakadaan iso nagderderetso talaga.”

“In 2012, around 2:00 PM in Tabuk, Kalinga, I was involved in an accident in which an eight-year-old boy was struck. At the time, I was delivering grocery supplies with two co-workers using two ten-wheeled trucks. After my truck finished unloading first, I left ahead of them while they stayed behind with the other vehicle. While driving home along a narrow road, I encountered a jeep that failed to yield. I was traveling slowly at about 40 km/h. As I was passing the rear of the jeep, the child suddenly ran onto the road, and I did not see him in time.”

After hearing the full story of the accident, the researchers asked the participant if he had taken any measures to avoid the accident. He replied:

“Haanko ngamin mailiklik didiayen, ta kasi didiay nga sitwasyonna gamin tay jeep nabatogko didiay likodnan bigla nga talaga nagtaray tay ubing nga dik napakdaan. Iso awan naubraakon lalo ket ten wheeler tay imanmanehok.”

“I had no opportunity to avoid the incident. When I was already alongside the rear of the jeep, the child suddenly ran onto the road, and I was unable to see him in time. Given that I was driving a ten-wheeled truck, I could not take immediate action.”

The researchers then asked him about his reaction immediately after the accident and what actions he took, including whether he sought help. He responded:

“Agdanagnak idin ken haanko ammo ti ubraek kadidiay nga sitwasyonen. Kasi kinabutengko met idi nu biyag ti inutangmo biyag metlang ti kasukatna. Iso nga ti inaramid ko idin ammok met nga didiay turong ti luganko adda ti kaslang outpost ti police iso idi ti nagkamangakon nga nag-surrenderan ken nagdawatak ti tulong ken dagusda nga napan nag-rescue kadidiay nagdungparko.”

“I became extremely nervous and did not know how to react. I was overcome with fear, realizing that taking a life could also cost me my own. However, since I knew there was a nearby police station along the road, I went there to surrender and ask for assistance. The authorities immediately responded and helped rescue the person I had struck.”

The researchers then asked him about the effect of the accident on his life, and he answered:

“Ahh deta a ket siempre, adda diay time na nga dika makaturturog ata makonkonsensyaka ngarud kadidiay ubing, ken adda jay panunot ko nga kaasi met ata adda met arapaap na ket naputed naminpinsan.”

“There are moments when I am unable to sleep due to the guilt, I feel over what happened to the child. I also feel deep remorse, knowing that he had dreams he will no longer be able to fulfill.”

For the last question, the researchers asked about his realizations, and he said:

“Ti naamirisko siempre ediy ngarud konsensya ken ti mesa dagitay naikwa kanyakon nga nu makakitanak ti ubing yanta kalkalsada uray naigiden busbusinaakon tapnu ti kasta masiguradon kasla kasdiy ti natutunak met didiy napasamak nga disgrasya.”

“My realization centers on my conscience. The experience has deeply ingrained in me the importance of caution; whenever I see a child near the road, even if they are at a distance, I make it a point to sound my horn as a precaution. This is the lesson I learned from the accident.”

The Measures Taken by the Offender to Avoid the Vehicular Accident

Some accidents are unavoidable. Even the most cautious drivers can experience incidents that are beyond their control. Experiencing an accident that wasn't one's fault can be overwhelming, particularly when it results in the loss of life.

The response of the first participant is supported by Ejuris (2025), who explains that truck accidents are usually more severe than accidents involving passenger vehicles due to their size, type of cargo, and high speeds on highways. Trucks are about four times the length of a typical car, which requires drivers to be highly aware of their surroundings to avoid vehicles in blind spots. Despite careful driving, about ten percent of accidents are attributed to limited

visibility, which can hinder a driver's ability to respond quickly, especially when backing up to a loading zone. Drivers may face pressure to reach their destination on time, but driving slowly and cautiously is crucial for safety. Fear of a late delivery should never be an excuse for endangering others.

The Reactions of the Offender Right After the Vehicular Accident

Fear and nervousness were the immediate reactions of the first participant following the accident. Tim Williamson (2025) explains that accidents can leave lasting emotional scars, but understanding the psychological effects is the first step toward recovery. Fear and anxiety are natural responses, yet they do not have to control a person's life. By recognizing trauma, employing psychological strategies such as CBT and mindfulness, and seeking support when needed, drivers can rebuild their confidence and return to the road with a sense of control.

According to Williamson (2025), being afraid and nervous after an accident is often misunderstood or overlooked. Many assume that fear will fade with time, but for some individuals, mental scars persist, creating long-term anxiety related to driving.

The Effect of the Accident on the Life of the Offender

The main effects of the accident on the first participant included a persistent conscience and sleepless nights. Gueli (2025) states that trauma does not neatly disappear; after an accident, the brain can replay terrifying moments on loop, creating haunting memories that intensify during quiet moments.

Sanders (2025) defines conscience as the internal knowledge of right and wrong, which produces guilt when one acts against it. Chauhan (2020) adds that conscience guides moral

behavior and helps maintain social reputation. The study highlights that while conscience may not be infallible, it plays a critical role in moral awareness, and its distortion can arise from fear, prejudices, or frequent disregard.

Additionally, the participant reported experiencing sleepless nights, consistent with Mayo Clinic Staff (2024), who describe insomnia as difficulty falling or staying asleep, which can lead to fatigue, mood disturbances, and reduced functioning. Sophie Bostock (2022) notes that sleepless nights are a common consequence of grief, which can exacerbate worry and impair daily life. In this study, the participant's insomnia reflected fear and persistent thoughts about the accident, affecting overall well-being.

The Realizations of the Offender

Precautionary measures for road safety emerged as the first participant's key realization. Self-realization involves a journey of personal growth and reflection (Azman, 2023). Based on participant responses, precautions include honking when children are nearby, reducing speed, avoiding overtaking, and exercising extra caution.

According to Thesaurus, a precaution is an action taken in advance to prevent negative outcomes. Safety Education (2024) emphasizes that road safety encompasses measures, policies, and practices aimed at protecting drivers, passengers, pedestrians, and cyclists. In this study, participants' realizations reflected a commitment to safe driving practices, attentiveness, and personal responsibility on the road.

Serdiuk and Maksimenko (2016) explain that self-realization is influenced by internal motivation, self-development, creativity, and personal responsibility. The participant's

reflections demonstrate that road safety is a shared responsibility requiring discipline, attention, and vigilance. Taking necessary precautions not only protects the driver but also creates safer roads for everyone.

CASE NO. 2

Participant No. 2 is a male offender in his mid-40s at the time of the accident.

He narrated his experience as follows:

“Lalaki nga nakasakay motor nadungparko, Napasamak detoy idi 2014 wenno 2015, nakalugannak ti mini dump truck ket tay nadungparmi nakamotorsiklo iti Mio nga awan silawna, maymaysana lang tay nadungparko, napasamak detoy idi idia kurbaan Buyong Bacarra, boundary Laoag ken Bacarra”

“A motorcycle accident occurred in either 2014 or 2015. I was driving a small dump truck when we struck a man who was riding alone on a Mio motorcycle without lights. The incident happened at a curve in Buyong, Bacarra, near the boundary between Laoag and Bacarra.”

When the researchers asked him whether there was any chance to avoid hitting the person, he responded:

“Awanen a ta naigid kami pay idin ken dik nakita ta awan silaw tay motor, ata ti ammok pay idi ket nabakal kami laeng idi ta kitan mi ket tao met gayamen, naitupa tay ulona idia sarming tay truck ken haanko napanpasin idi.”

“There was nothing I could do because we were already at the side of the road. I failed to notice the motorcycle as it had no headlight. At first, we thought the truck was hit, but upon checking, we realized it was a person whose head had struck the truck’s mirror

Researchers further asked about his reactions upon realizing that he had hit a person, and he answered:

“Nagnerbyosnak idi ken balakko koma met agtarayta detay kadwak nagtartaray idi adda makitana nga pulis nga umay idiy ayanmi, ken ti ubraek kuma pay ket iluganko mismo idiy likod truck ta siak mangitaray ngem addot umay idin nga sibilyan ken pulis nga aggapo Laoag ta boundary ti Bacarra ken Laoag didiay nakapasamakanna, isuda timmawag idi ambulansyan ddijay naitaray ngem dead on arrival kanon.”

“I panicked and briefly thought of running away after seeing my companion flee when the police arrived. I intended to load the victim into my truck and rush him to the hospital, but civilians and police from Laoag soon arrived at the scene, since the accident happened along the Bacarra–Laoag boundary. An ambulance was called, but the victim was unfortunately declared dead on arrival.”

When asked about the effect of the accident on his life and his realizations regarding the incident, he answered:

“Haannak idi maununi ditoy ayanmin ta ibagada nga killer nak ngem madi a kunak met kada kuada haan nga kasta kunak ta haannak met nga killer haanko met nga ingagara tay napasamak kunak, gapo kadagidiay nga inbagbagada kanyak

*nabayagko met nga iniliwliway ti bagbagik ken tunggal lumabas
nak idiay nakapasamakanna ket dayo dayo kunak ta
maalyawnak met latta. Gapo detoy nga pasamak biagko ket
naamirisko nga ti biag ket narigat masuktan awan katumbas ti
biag iso manipod ita ket nainnayadnak latta no
agpatpataraynak yanti dalan ken haannak unay agovovetaken
ta nabutengannak kadidiay nga pasamaken.”*

“After the incident, I became more withdrawn in our community because some people started calling me a ‘killer.’ Even though I tried to explain that the accident was not my fault, their words affected me deeply. It took me a long time to come to terms with what had happened. Whenever I pass by the place where the accident occurred, I keep my distance because it brings back painful memories. Through this experience, I came to realize that life is irreplaceable and has no equal. Since then, I have learned to drive more carefully. I slow down, avoid overtaking when it is not necessary, and carry with me the lessons I gained from that accident.”

The Measures Taken by the Offender to Avoid the Vehicular Accident

While it may not be possible to eliminate all accidents, as they are often unexpected events that can result in property damage or loss of life, many accidents can be prevented through proactive measures. For the second participant, however, luck was not on his side, and avoiding the accident was not an option.

According to Aman Shah (2025), the phrase “I did not see you” is one of the most common explanations drivers give after colliding with a pedestrian or in areas with limited visibility. Such statements frequently appear in accident reports and raise serious legal questions

about a driver's responsibility and negligence. When a motorist fails to notice someone lawfully using the road, determining liability becomes crucial for the injured party.

Respicio (2024) further explains that accidental collisions, even when unforeseen, may carry legal consequences under Philippine law. These incidents can involve both criminal and civil liabilities depending on the circumstances, the damage or injury caused, and whether the individual takes appropriate action following the accident. Consulting a lawyer is recommended to understand one's legal position and ensure actions are consistent with the law.

The Reactions of the Offender Right After the Vehicular Accident

Reactions to accidents vary, with some offenders responding immediately and others taking longer to process the event. For the second participant, his reactions were characterized by nervousness and a fight-or-flight response.

Gupta (2024) notes that after a traumatic event, people often experience overwhelming physical and emotional reactions. Such responses can include chills, shakiness, rapid breathing, changes in blood pressure, fear, and panic. Similarly, Loyola University Maryland (2018) explains that victims respond to terrifying situations on behavioral, mental, and physical levels. The participant's immediate nervousness and consideration of running away illustrate this natural psychological and physiological response to trauma.

The Effect of the Accident on the Life of the Offender

The second participant experienced self-isolation and social withdrawal as a result of the accident. Stress management is crucial for physical and psychological well-being and can affect performance in daily life (Morin, 2023).

According to Brennan (2021), individuals sometimes ignore their feelings, especially when they feel isolated or unable to discuss their struggles. Foy (2019) defines isolation as the tendency to separate oneself from others, avoiding social interactions such as attending events, participating in group activities, or spending time with family and friends. Cohen et al. (2021) further explain that individuals may use self-isolation as a coping mechanism to manage anxiety and depression.

In this study, the participant's avoidance of socialization, particularly due to being labeled a "killer," exemplifies self-imposed isolation as a defense mechanism. This behavior helps protect the individual from potential triggers or emotional harm, but it also has significant implications for mental health and well-being.

The Realizations of the Offender

The second participant's self-realization centered on the importance of road safety. Self-realization is a journey of self-discovery, offering new perspectives and opportunities to appreciate one's surroundings (Azman, 2023).

According to the Thesaurus, a precaution is an action taken in advance to prevent or mitigate negative outcomes. Safety Education (2024) emphasizes that road safety encompasses preventive measures, policies, and practices designed to protect drivers, passengers, pedestrians, and cyclists from accidents. Based on the participant's responses, his precautions include honking even when children or pedestrians are on the roadside, driving slowly, avoiding overtaking, and exercising extra caution.

Taking precautions reflects the participant's self-realization and personal growth. Serdiuk and Maksimenko (2016) argue that self-realization involves interconnected personal indicators,

including self-development, self-acceptance, and internal motivation. The participant's reflections show that road safety requires discipline, attentiveness, and focus, and that taking necessary precautions can help create safer roads for everyone.

CASE NO. 3

Participant No. 3 is a male offender in his early 20s from Sarrat, Ilocos Norte. He narrated his experience, explaining what he hit during the incident:

“Babai nga baket nadungparko ta agdardarasnak gamin idi nga mapan agbasa. Idi November 28, 2014, iti oras 7:20 iti bigat agdardarasnak mapan agbasa kasi 7:30 ti klasek kadeta nga aldaw ken ti pinagdardaras ko addanak yanta sentro Laoagen adda ngamin motor nga dimmalyasat ket nagsardengnak man bassiten ket mapanen a kasi agdardarasnak ngarud idi addanak batog Broadway Gemsen idin ta adda baket nga agarabalbalasiw metten uray kasanu kinapigsa preno ti motor ngem awanen talaga kasi napasasnak ngarud, didiayen nadungpar ko ti baketen.”

“I accidentally bumped into an elderly woman because I was rushing to school. It was November 28, 2014, at 7:20 in the morning, and I was hurrying since my class started at 7:30. When I was already in Laoag, a motorcycle passed by, so I had to stop. Once it passed, I quickly accelerated to make up for lost time. As I reached the area in front of Broadway Gems, an elderly

woman suddenly crossed the street. I applied the brakes fully, but I couldn't stop in time because of my speed and ended up hitting her.” Afterwards, the researchers asked him about his reaction immediately after the accident and whether he called for help. He responded:

“Idi nadungparkon diak ammo ubrakon itarayak ba wenna ana, ngem kinitak pelang no nakaro tay nakapasamakan tay baket ket permi darra tay parte ulona. Idi metten, adda mesa mesa nga umay alanda ti tulbek motor ko kasi baka kanu itarayak pelang kada adda mangtengtengel kanyak kada mangungunget kanyak. Ken haannak timmawag idi ambulansyan kasi dagidiay immasideg kanyak ti timmawag ti grupo ti DPS.”

“When I hit her, I didn't know what to do and was unsure whether to run or stay. I looked at the elderly woman and saw that her head was bleeding heavily. One by one, people came over, taking my motorcycle keys because they feared I might try to flee. Someone even held me and scolded me at that moment. I didn't call an ambulance myself; the people who came were the ones who contacted the DPS.”

When the researchers asked him about the effect of the accident on his life, he further answered:

“Nabayagko met nga nalipitan didiay ado nga napasamak kada dinak unay makaturturog idi ta mabutengnak nga kakapanunotko ket namnaminsanko latta nga nalalwan tay biagen kunkunak idi.”

“It took me a long time to move past the accident. Many things happened afterward, yet I still struggled to sleep. I was terrified, realizing that in a single moment, I had suddenly taken the life of the elderly woman.”

When asked about his realizations regarding the accident, he stated:

“Narigat ti makadungpar kasi adda met pamilyana didiay nga baket kunkunak a ngem ana ngarud mabalin ket disgrasya met awan met mangayat didiay nga aramid, iso nga kanayonnak nga agininnayaden ken ti kanayunko nga ibagbaga ti bagbagik nga dik agalalisto ta uray nainayadnak makadanon nakto latta ta papanak ket ti biag bulod la deta nga ditayo pulos masuktan.”

“Accidents are difficult to face. The elderly woman I hit also had a family, but there was nothing anyone could do because it was an accident, and no one wanted it to happen. Since then, I have made it a point to drive slowly and remind myself not to rush, because even if you go slowly, you will still reach your destination. Life is borrowed, fragile, and cannot be replaced.”

Measures Taken by the Offender to Avoid the Vehicular Accident

This study highlights the offender’s countermeasure to avoid the accident, which was making a full brake. The incident illustrates that road accidents can result from traffic failures, environmental factors, or negligence, rather than deliberate errors by the offender. Guzek (2020) explains that drivers can influence the likelihood of avoiding accidents through emergency maneuvers, with braking being a primary defensive response. One crucial factor affecting collision prevention is the driver’s reaction time.

Markovich (2025) emphasizes that brakes are essential components of a vehicle's safety system. They slow or stop a vehicle by converting kinetic energy into heat through brake pads and rotors. Hitting the brakes is one of the most effective safety measures for avoiding collisions. Brake failure, however, can lead to serious accidents, injuries, and fatalities, highlighting the importance of maintaining functional brakes at all times.

Reactions of the Offender Immediately After the Accident

The offender exhibited a fight-or-flight response, reflecting the physical and emotional stress triggered by sudden traumatic events. Rosoff (2024) notes that the impact, screeching brakes, and heart-pounding aftermath of an accident can significantly affect health and initiate a complex recovery process. Similarly, Stridewell (2023) emphasizes that the adrenaline released during such events can mask pain, making individuals feel unharmed despite underlying injuries. The participant's reaction demonstrates the immediate confusion, fear, and physiological responses typical of accident survivors.

Effect of the Accident on the Life of the Offender

The offender experienced sleepless nights and ongoing anxiety. According to Mayo Clinic Staff (2024), insomnia can make it difficult to fall or stay asleep, reduce energy, and affect mood, health, work performance, and overall quality of life. Bostock (2022) highlights that sleep disturbances are a common but under-discussed consequence of grief and trauma. In this study, the participant reported persistent fear and troubled sleep due to the memory of the accident, demonstrating the profound impact of vehicular homicide on mental and emotional well-being.

Realizations of the Offender

Precautionary road safety measures were the primary self-realizations of the participant. Azman (2023) describes self-realization as a journey of personal discovery, offering opportunities to gain perspective and learn from experiences. According to Safety Education (2024), road safety involves actions and policies designed to protect all road users. The participant emphasized driving slowly, avoiding overtaking, honking when necessary, and taking extra caution to prevent accidents.

Serdiuk and Maksimenko (2016) state that self-realization is shaped by internal motivation, personal development, self-guidance, and knowledge. The participant's reflections demonstrate that learning from past mistakes and adopting cautious driving behaviors fosters personal growth and contributes to safer roads. Overall, participants' responses indicate that road safety is a shared responsibility, requiring attentiveness, discipline, and proactive precautions to protect lives.

Case No. 4

Participant No. 4 is a male offender in his 40s at the time of the vehicular homicide, residing in San Nicolas, Ilocos Norte. He narrated his experience regarding the accident:

“Idi January 07, 2017, adda ubrak nga mapan agbunag ti iririk ken ti idradrive ko tay luganmi nga L300 tapos idi agawidakun nga naggapo nagbunag ti irik idiaay pagbayoan ti bagas idiaay Batac ket di makadanun nak idiaay San Nicolas ta agawidakun idi kuan nagatawtawag ni baketko ta agpadagas ti maluto nga sidaen idi addanak batog ti bodega Coca-Cola ket adda nagalaslalagat nga babai nga balasang ta kamkamatenna gayam

tay asona ket madik nga napakadaan tay biglana nga pinagtaray tengnga kalsada ket siempre napasasak met uray permik inpreno tay lugan ket nadungparko latta isuna timmama diay igid ti bumper tay L300 ko.”

“On January 7, 2017, I was tasked with delivering a sack of rice and was driving my L300. On my way home, my wife called and asked me to pick up some groceries. As I passed the Coca-Cola warehouse in San Nicolas, a young girl suddenly ran across the road chasing her lost dog. I did not see her in time because I was driving fast. Even though I applied the brakes, I couldn't stop, and she collided with the side of my L300's bumper.”

When the researchers asked him whether there was any chance or any measures he could have taken to avoid hitting the person before the accident, he answered:

“Permik pinaddekan tay prenok idi ken inpadasko nga ilikko ngem diak talaga isunan malisyanen kasi haanko napakadaan tay pinag dalyasatna.”

“I hit the brakes and tried to swerve to the other side, but I couldn't avoid hitting her because I didn't see her sudden crossing in time.”

When the researchers asked him about his reaction after the accident, knowing that he had hit someone, and whether he called for help, he answered:

“Madandanagannak idin kase diak ammo ububrakun ngem timmawagnak pelang tulong ti ambulansya, idi apag-sangpet tay ambulansyan indeklara da met nga dead on the spot'n. Tapos idin, adda immay nga pulpulis nga nang-interview

*kanyak ken idi nalpasdak nga nainterview inpan dak didiay
police station iti San Nicolas.”*

“I panicked because I didn’t know what to do at that moment, but I called for an ambulance. The responders arrived and pronounced the victim dead at the scene. Shortly after, the police came to interview me about the accident. Following the interview, they brought me to the San Nicolas police station.”

Afterwards, the researchers asked him what the effect of the accident in his life, and he answered:

*“Makonkonsensyanak nga permi idi ken haannak
makapangpangan nga nasayaat, tunggal pay iti rabii narigatko
pay idi maal-ala ti turogko adda pay naminsan nu kasta adda
lumabas nga natagari nga motor makigkigtotnak ken amin
didiay nga pasamak nabayag ko nailiwliwag.”*

“I felt overwhelming guilt and couldn’t eat properly at the time. At night, I struggled to sleep, and even the sound of passing vehicles would startle me. It took a long time for me to come to terms with everything that had happened.”

When the researchers further asked him about his realizations regarding the accident, he stated:

*“Naamirisko nga narigat gayam iti kastoy nga napasamak ta
makonkonsyensanak, naamirisko nga dapat doble ingat iti
agmaneho ken liklikan ti agusar cellphone bayat iti
pinagmaneho.”*

“I came to realize that incidents like this are very difficult to handle because of the guilt they bring. I also learned that I need to be extra careful while driving and avoid using my cellphone on the road.”

Measures Taken by the Offender to Avoid the Vehicular Accident

This study identified the offender’s countermeasures to avoid accidents, such as making a full brake before colliding and counter-steering to avoid a crash. Although some accidents are inevitable due to limited reaction time, these actions demonstrate proactive efforts to reduce harm.

Guzek (2020) explains that road accidents occur daily in traffic, and drivers can influence the possibility of avoiding an accident in emerging situations. The basic defensive maneuver in emergencies is braking before an obstacle. One of the most important factors shaping the vehicle stopping distance—and consequently the possibility of collision—is the driver’s reaction time.

Markovich (2025) emphasizes that brakes are a crucial vehicle safety system, designed to slow or stop a vehicle in a controlled manner. Steering is equally important, as it allows the driver to control the vehicle’s direction, stability, and balance. Proper steering enables navigation through various road conditions, maintains lane discipline, and helps respond quickly to hazards (Amir, 2024). The participants’ use of counter-steering illustrates an effort to avoid collisions, demonstrating the importance of knowing when and how to apply this technique safely. Incorrect use can exacerbate dangerous situations, while proper application can prevent accidents, reduce injury risks, and potentially save lives.

Reactions of the Offender Right After the Accident

The offender reported feeling panicked and nervous immediately following the accident. Knight Law Firm (2025) notes that a car crash is not only a physical event but also an emotional and psychological shock that can reshape a person’s perception of safety and risk. Even minor accidents can cause significant distress, and severe accidents may lead to long-term trauma.

Gupta (2024) adds that after a trauma, people often experience overwhelming physical and emotional reactions, such as chills, shakiness, changes in blood pressure, rapid breathing, fear, and panic. Loyola University Maryland (2018) explains that victims respond on three levels—behavioral, mental, and physical—and these reactions often interact, for example, mental flashbacks causing physical symptoms like elevated heart rate or tense muscles. These responses may also influence behaviors that help offenders avoid further stimuli that trigger these reactions.

Effect of the Accident on the Life of the Offender

The main effects reported by the offender were a heightened sense of conscience and loss of appetite. According to Sanders (2025), conscience is the feeling that guides us to do what is right and avoid what is wrong, creating guilt when we act contrary to it. Chauhan (2020) adds that conscience has historically guided human behavior and helps maintain social reputation.

Alekiotis (2024) notes that traumatic events can disrupt normal bodily functions, leading to loss of appetite. Physical trauma can trigger a shock response, redirecting resources to recovery and causing discomfort that further diminishes appetite. These effects illustrate how trauma impacts both mental and physical well-being.

Realizations of the Offender

Precautions in road safety emerged as the participant's key realization. Self-realization involves understanding one's experiences and using them for personal growth (Azman, 2023). The offender's reactions highlighted actions such as always honking, driving slowly, avoiding overtaking, and exercising extra caution.

According to Safety Education (2024), road safety involves preventive measures to protect all road users. Serdiuk and Maksimenko (2016) describe self-realization as a self-determined process influenced by internal motivation, creativity, and self-guidance. The

offenders' realizations underscore the importance of attentiveness, discipline, and focus while driving. Their reflections show that road safety is a serious responsibility, and taking necessary precautions can create safer roads for everyone.

Case No. 5

Participant No. 5 is a male offender in his mid-30s at the time of the vehicular homicide, from Banna, Ilocos Norte. When asked what he hit and when the accident occurred, he narrated:

“Ti nadungparko sir ket lalaki nga nataengan napasamak detoy idi 2018. Idi ngamin malem dijay nga aldaw innak idiy sentro ta innak kuma gumatang ti sidaenmi nga pangrabii ngem idi addanak highway adda nagalaslasat nga tao ngem diak ammo papananna idi ta medyo napataraynak a ta highway gamin didiay ayanko ngem bigla nagalaslasat didiay nadungparko, haanko met ketdi ingagara nga dinungpar ta haanko met napakadaan nga lumasat idi, daksang gasat ket natay didiay nadungparko.”

“The person I hit was an adult male. This happened in 2018, in the afternoon, while I was heading to town to buy food for dinner. As I was driving along the highway, a person suddenly crossed the road, and I did not know where he was going. I was driving a little fast because it was the highway, and his sudden crossing caused me to hit him. I did not intend to hit him; I simply did not see him in time. Unfortunately, the person I struck died.”

After hearing the full story, the researchers asked him if he took any measures to avoid the accident, and he responded::

*“Nagprenonak ngem naladaw idin biglaan ngamin tay
pinaglasatna iso naladaw diay pinagprenok.”*

“I hit the brakes, but it was too late because he suddenly crossed the road, and I couldn’t stop in time.”

When the researchers asked him about his reaction immediately after the accident, knowing that he had hit someone, and what he did afterward, including whether he called for help, he answered::

*“Idi sakbayko nga nadungpar ket nakigtotnak ta didiay biglana
nga pinaglasat ket diak napakadaan iso nga nadungparko ket
didiay nga kigtotko ket nagbalin nga buteng. Gapo ta highway
diay nakadungparak kanyana ado ti aglabas nga tao iso ti
nagdawatak tulong idi kalpasan didiay adda idi nagsardeng nga
nakatricycle ket iso ti nagarayatak ken nagtawag ti
ambulansya.”*

“When I hit him, I was in shock because I hadn’t seen him suddenly cross the road, which caused the accident. My shock quickly turned into fear. Since it happened on a busy highway, I immediately asked for help. A tricycle driver stopped and was the one who called the ambulance.”

When the researchers asked him about the effect of the accident on his life, he answered:

*“Ti epektona ti pinagbiagko didiay nga pasamak ket
napabutengannak nga agdrive ti motmotor idin idi napasamak
didiay. Tay butengko ti inubrak tapnu mailiwliwag ko didiay
nga pasamak ket makisalsalamuhanak ti tattao tapnu maiyaw
awanko didiay nga epektona kanyak.”*

“The accident affected my life by making me afraid to ride motorcycles. To overcome this fear, I made an effort to engage with people, which helped me cope and lessen the emotional impact of the incident.”

For the last question, when the researchers asked about his realizations regarding the accident, he said:

*“Ti naamirisko ti pinagbiagko ket dapat ket agan-annad lang
tay pinag dridrive ta ditay ammo no umay ti disgrasyata ti
disgrasya ket di mapakadaan.”*

“What I have realized in life is that we must always be careful while driving, because accidents can happen unexpectedly and without any warning.”

The Measures Taken by Offenders to Avoid the Accident

Making a full brake before colliding was the countermeasure taken by the last participant to avoid the accident. According to Markovich (2025), brakes are a crucial component of a vehicle’s safety system, designed to slow or stop the vehicle in a controlled manner. In addition, steering isn’t just about turning the wheel; it involves controlling the direction, stability, and balance of the vehicle. Good steering control allows drivers to navigate various road conditions, maintain lane discipline, and respond quickly to hazards. Mastering this skill is essential for safer and more confident driving (Amir, 2024).

The research findings show that one of the countermeasures the participants applied was steering the vehicle to another direction to avoid collisions. When faced with sudden obstacles, counter-steering can help a driver quickly change direction while maintaining control. This technique is particularly useful when braking alone may not prevent a collision. Understanding

when and how to counter-steer is crucial for driving safety. Proper application can help prevent accidents, reduce the risk of injuries, and potentially save lives. However, incorrect or poorly timed counter-steering can worsen dangerous situations.

The Reactions of the Offender Right After the Vehicular Accident

The main reaction of the offender immediately after the accident was shock. This research explores the participant's emotional responses and actions during the vehicular accident. According to Roberts and Welsh (2025), shock is not merely a feeling of surprise or panic; it is a condition where the body fails to deliver sufficient blood to vital organs, which can result from blood loss, trauma, severe emotional stress, or internal injuries. Shock can impair brain function, damage tissues, and lead to organ failure if untreated.

Psychologically, shock also affects a person's thinking, emotions, and responses. Emotional shock may not leave visible marks but can be just as serious. A person in shock may appear numb, disconnected, or unable to process what has just occurred. They may speak in a flat tone, remain silent, or exhibit agitation and restlessness. Some may withdraw from interaction altogether.

The Effect of the Accident on the Life of the Offender

The main effect of the accident on the last participant was a fear of driving again. According to Aloo (2025), many individuals experience anxiety for months following an accident, which can develop into post-traumatic stress disorder (PTSD) in some cases. Symptoms may include fear of driving, tension, headaches, or sleepless nights. Such anxiety often remains invisible to others, but it significantly impacts the individual's life and requires attention and care.

Additionally, Finz (2025) explains that fear of driving can stem from a perceived loss of control. A car accident highlights that, despite careful driving, hazards are often beyond one's control. This can result in feelings of helplessness and fear of driving. Other contributing emotional factors may include guilt, awareness of harm caused, or concern for future risks. The psychological impact of such fear is profound and long-lasting.

The Realizations of the Offender

Precautions for road safety were the key self-realizations of the last participant. Self-realization is essentially a journey of self-discovery, offering new perspectives and appreciation for one's surroundings (Tatiana Azman, 2023). Based on the collected data, themes were formulated to define the participants' reflections and realizations in relation to vehicular homicide.

According to the Thesaurus, precaution is an action taken in advance to prevent negative outcomes or reduce their impact. Safety Education (2024) states that road safety is a critical aspect of transport and urban planning, aiming to protect drivers, passengers, pedestrians, and cyclists. It includes preventive measures, policies, and practices designed to reduce the likelihood and severity of accidents. In this study, participants emphasized precautions such as honking even when on the roadside, avoiding speeding, refraining from overtaking, and exercising extra caution while driving.

Taking precautions was one of the participants' key realizations, making them more careful drivers. Serdiuk and Maksimenko (2016) note that self-realization is influenced by personal indicators including self-development, perception of life, and self-acceptance. Internal motivation, creativity, and self-guidance are important factors in personal self-realization. The

participants' reflections in vehicular homicide demonstrate their understanding of the importance of discipline, attentiveness, and focus while driving. Their insights show that road safety is a shared responsibility requiring deliberate effort. By taking necessary precautions, drivers can contribute to safer roads for everyone.

CHAPTER V

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

This chapter summarizes the data gathered from the participants' narrations, the conclusions drawn from it, and the recommendations made as a result of this study on vehicular homicide: the inaudible statements of the offenders.

Summary of the findings

This study delved into the unspoken statements of offenders of vehicular homicide, particularly exploring their realizations and the effects of the accidents on their lives in Ilocos Norte. The measures taken by the participants, such as braking before the actual crash and counter-steering to avoid fatalities, were often ineffective due to the suddenness of the situations. In many cases, avoiding the accident was simply not an option.

The reactions of the offenders immediately after the vehicular accidents varied. Participants reported experiencing shock, nervousness, trauma, and the "fight or flight" response. Their behavior immediately following the accident included calling for help or, in some cases, attempting to flee from responsibility.

The accidents had significant effects on the offenders' lives. Participants reported feelings of conscience-related guilt from accidentally taking a life, difficulties falling asleep

leading to sleepless nights, and self-isolation, especially for those who were socially discriminated against and labeled as “killers.”

Finally, the reflections and realizations of the offenders focused on road safety precautions. Participants emphasized the importance of always being careful while driving, acknowledging that accidents are inevitable and can happen without warning. They highlighted the need for preventive measures to avoid harming others.

Conclusions

The study revealed that, even when immediate measures are taken, such as braking or steering to avoid a collision, these actions may be ineffective in preventing vehicular homicide due to the sudden nature of accidents.

The participants’ reactions immediately after the accidents were influenced by their emotional states, including shock, nervousness, trauma, and the fight-or-flight response, which are often overlooked in post-accident assessments.

The effects of vehicular homicide on the participants’ lives included enduring feelings of guilt, sleeplessness, and social stigma, which sometimes resulted in self-imposed isolation.

Finally, the study highlighted that offenders’ realizations centered on taking precautions and implementing safety measures to ensure safer roads, demonstrating an increased awareness of the responsibility inherent in driving.

Recommendations

Based on the data gathered and the conclusions of this study, the researchers recommend the following:

1. **Vehicular Homicide Offenders:** Offenders may consult mental health professionals and participate in activities that promote social reintegration, especially for those affected by trauma. Support from family and friends can be beneficial. Group sessions or seminars may be organized for people around the offender to guide them in providing emotional and practical support.
2. **Drivers:** Drivers may enroll in proper driving courses, particularly truck drivers, covering topics such as hazard avoidance, safe backing, driving in heavy rain, driving with a heavy load, and trailer towing. Evaluations and competency assessments can be conducted to ensure drivers are qualified to operate assigned vehicles.
3. **Philippine National Police (PNP):** The PNP may conduct thorough investigations considering all potential factors, including human error, brake failure, road conditions, and weather. Witnesses and survivors may be interviewed with sensitivity, and regular public updates can be provided without speculation, while respecting the privacy of victims.
4. **Land Transportation Office (LTO):** The LTO may implement and enforce stricter regulations for public transportation, including more rigorous driver licensing requirements, mandatory rest periods, and improved vehicle maintenance standards.
5. **Traffic Division:** Road infrastructure in dangerous areas may be improved by installing proper warning signage, enhancing road markings and visibility, and adding guardrails or barriers where necessary. Traffic laws and ordinances can be strictly enforced to ensure safer and more efficient road use.
6. **Future Researchers:** Future researchers may conduct similar studies in different locales with larger populations. They may also consider using standardized research instruments

7. to improve the validity of results. Further studies can help deepen awareness and understanding of vehicular homicide and its social and psychological effects.

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