

Heroes of The Road: The Struggles of the Tricycle Drivers Amidst COVID-19 Lockdown

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Abstract

Despite the threat of COVID-19, the people were encouraged by their hardships and fortitude to be strong and continue with life. This research study focused on the struggles of tricycle drivers amidst the COVID-19 lockdown. Tricycle drivers ensure the safety of their passengers, and they make the ride sweeter with their beautiful smiles. Everything seemed to be fine until the pandemic came. Because of lockdowns, people cannot leave their homes except for healthcare workers and other essential workers. A phenomenological approach was used in this qualitative study to assess the experiences of the five tricycle drivers and was chosen using an inclusion criterion. The data were thematically analyzed using Lichtman's 3Cs. The result revealed the themes that the data identified showed are mental wellbeing with subthemes of anxiety, depression, and uncertainty about the future, financial difficulties with subthemes of loss of income and family survival, and positive outlook by looking forward to recovery with subthemes on government support and strong family ties [1-3]. The lockdowns implemented caused a temporary halt in the transportation and mobility of drivers. Because of those restrictions, the only source of income for the drivers was also affected, and they struggled to survive.

In conclusion, the government must be equipped to handle the difficulties that may arise during the pandemic. The government's support to the drivers and other sectors of society must be visible, and the government needs to catch up when the pandemic strikes. Government should look into the welfare of this sector because they are considered the blood of the economy. The government should always be ready when a disaster strikes and empower its citizen much more during the pandemic [1].

Keywords: Phenomenology, Covid-19, Lockdown, Disaster Preparedness, Pandemic, Jeepney Drivers.

1. Introduction

In December 2019, an unknown type of pneumonia was detected in Wuhan City, People's Republic of China [2]. After the fast spread of the virus to 20 other countries, the World Health Organization (WHO) Director-General declared on 30 more countries. On January 2020, the COVID-19 outbreak became a Public Health Emergency of International Concern (World Health Organization, n.d.). The pandemic evolution led to lockdowns within these countries: starting on March 10 in Italy, with partial lockdowns in the North before March 10 on March 15 in Spain [3]. Several mobility data sets have been used to study the effects of COVID-19-related lockdowns on mobility patterns.

The impacts of the pandemic were noticeable in changes in consumer spending. In the early portion of the pandemic (February 26-March 10), consumer spending increased by over 40% in ef-

forts to stockpile goods and in anticipation of an inability to visit retailers [4]. Perhaps most visible were the reductions in mobility across multiple sectors of the transportation industry, as a variety of global restrictions (e.g., border restrictions, travel bans, quarantines and curfews, stay-at-home orders, closure of various amenities and services) reduced demand in the transportation sector [5]. This reduction in mobility had impacts on the transportation industry.

In the Philippines, at least 600,000 cases have been reported in just over a year, including about 13,000 deaths. At one point, the Philippines ranked the third highest in reported cases and deaths within Southeast Asia and Western Pacific Region [6]. With sharp increases in positive cases of COVID-19, urgent measures were authorized by the President of the Philippines to mitigate the situation [7]. Community quarantine protocols were established with

varying classifications prescribed by the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF). Different LGUs in the country were classified with a particular community quarantine protocol, which was initially based on the number of confirmed cases of COVID-19.

Public transport services were not permitted to operate at the onset of COVID-19 in the Philippines; most importantly, the governing bodies had only permitted private cars and specific company automobiles to use the road [8]. In addition, people could not leave their homes except for healthcare workers and other essential workers [9].

Negros Occidental was off-limits to Ceres buses owned by Val-lacar Transit Inc., but those traveling from the other side of the island are permitted to enter the province in a private vehicle as long as they can show an S-PaSS (Safe, Swift, and Smart Passage) and a reverse transcription-polymerase chain reaction (RT-PCR) negative test result or QR-coded vaccination identification card [10].

According to Teresita Ellera in his column on Sunstar, she said, "The transport sector in Negros Occidental is one of the most affected during the pandemic." The city mayor, Javi Benitez, has donated financial assistance to The Victorias City Alliance of Tricycle Owners and Drivers Association (VCATODA) since the Covid-19 pandemic started. On the same page, the tricycle drivers shared that there are fewer passengers and their daily income has been dramatically affected. There was a time when they could not go out to ply their routes because restrictions and health protocol guidelines limited the number of passengers for every trip at the height of the lockdown.

In the city's interior, the major transportation is a motorized tricycle. Tricycle drivers ensure passengers' safety and make rides sweeter with beautiful smiles. Everything seemed to be fine up until the pandemic began.

This research study aimed to discover and systematically understand the lived experiences of the tricycle drivers in one of the cities in Negros Occidental during the Covid-19 lockdown. This study aims to shed new light on and provide more excellent knowledge of the realities tricycle drivers face due to the COVID-19 lockdown. In addition, it is essential to investigate the lived experiences of these tricycle drivers, including the challenges and coping mechanisms during the lockdown. This study's findings will be utilized to develop activities or programs that alleviate tricycle drivers' plight and help them recover from the pandemic.

This study sought to determine the struggles of tricycle drivers amidst the COVID-19 lockdown. Specifically, this study aimed to answer the following questions, namely: What do tricycle drivers experience the challenges during the COVID-19 lockdown? Furthermore, what are the coping mechanisms of tricycle drivers during the COVID-19 lockdown?

2. Theoretical Perspective

Tricycle drivers have faced several difficulties due to the recent COVID-19 lockout, as their livelihoods are becoming increasingly vulnerable. From a theoretical standpoint, this thesis aims to investigate how tricycle drivers are trying to remain alive throughout the lockdown. This thesis will primarily concentrate on the economic and psychological effects of the lockout on tricycle drivers. The challenges tricycle drivers face will be examined using several theories, including Maslow's Hierarchy of Needs, the Diffusion of Innovation Model, and the Resource-Based View Theory.

The capacity of tricycle drivers to satisfy their fundamental requirements has been impacted by the lockdown, which will be examined using Maslow's Hierarchy of requirements. According to Maslow's hierarchy, the three most essential human wants are physiological, safety, and love/belonging. Tricycle drivers' capacity to satisfy these demands has been hampered by the lockdown, which has either reduced their pay or increased their psychological anxiety owing to concern about getting the virus.

The adoption of new technology by trike drivers and the lockdown's economic effects will be investigated using the Diffusion of Innovation Model. This concept is predicated on the notion that new technology is accepted gradually, with those who benefit the most from doing so. Tricycle drivers are more inclined to use new technologies, such as ride-hailing applications, to boost their income because they are already struggling financially due to the lockout. The Resource-Based View Theory will then be used to examine how the lockout has impacted the ability of tricycle drivers to access resources like networks and capital.

According to the resource-based view theory, resources are crucial for organizational performance, and the lockout has restricted the availability of tricycle drivers to resources.

3. Methodology

3.1 Research Instrument and Data Gathering Procedure

This research is qualitative that uses a phenomenological approach. The researcher employs a phenomenological research design to analyze the participants' emotions, perceptions, and beliefs to determine the essence of their experiences. The study was conducted in one of the cities in Negros Occidental, Philippines. The researcher uses purposive sampling and setting of inclusion criteria to identify the study participants. The researcher asked permission from the President of the drivers and operators and served as a gatekeeper. It must be (1) a tricycle driver and no other means of living or source of income, (2) a resident of the place being studied, (3) their ages must be at least 35-60 years old, (4) a member of Tricycle Operators Driver Association (TODA) of the place being studied. (4) with a family that has two or more children.

3.2 Research Instrument

The researcher focused on the in-depth interview that was conducted face-to-face. The plenary is the way to gather data and fulfill all the needs of the study. The discussion is guided by

open-ended questions made by the researchers that consist of three (3) questions that cover all the information in the research study. The researcher also used audio recordings with smartphones and other electronic devices that can record audio—the interview was conducted in the participants' most comfortable language.

4. Data Analysis

The researcher used three Cs of Lichtman (code, categorizing, conceptualizing). The researchers repeatedly read and re-read each interview transcript until they understood it thoroughly. Specific phrases and sentences were highlighted in the interview that later received a descriptive code.

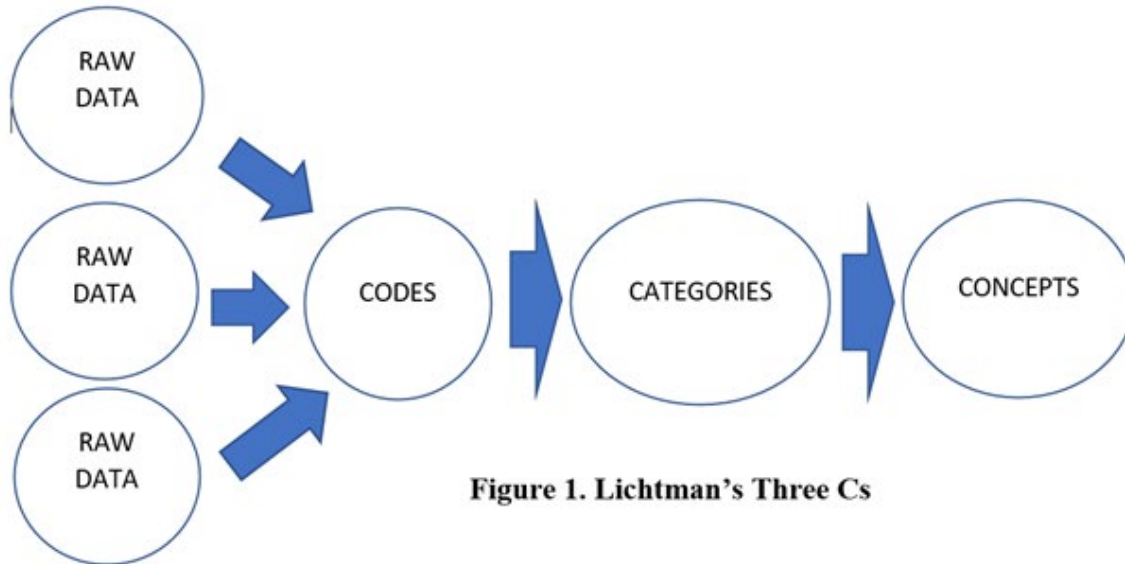


Figure 1. Lichtman's Three Cs

The researchers combined the codes and looked at the various codes developed based on the experiences of tricycle drivers during the COVID-19 lockdown. The researchers assembled the codes into brand-new categories. The researchers achieved this by grouping the significant statements into core classifications after assigning them to the same code. The response of the participants was recorded and categorized into themes.

5. Rigors of the Findings

5.1 Transferability

To address transferability, we described the research context and assumptions central to the research in detail and showed all data as transparent as possible. Researchers ensured that they provide data with thick descriptions so that the person who wishes to "transfer" the results to a different context is responsible for judging how sensible the transfer is.

5.2 Credibility

In establishing the credibility of our study conducted, the researchers ensure that rigor is appropriately observed during the data collection, especially during the interviews. The researchers avoided concluding the discussions but based everything on factual data directly from the participants. The President of the TODA is the gatekeeper to choose precisely the study participants. The researchers viewed the individual transcripts, looking for similarities and commonalities between and among all participants. The researchers conducted the interview the second time to gather exact responses and accurate data.

5.3 Dependability

To establish the dependability of our study, we ensured consistency during the data collection and analysis. It was accomplished by outlining the precise steps involved in data collection. The researchers' use of numerous recording devices during the interview ensures that the raw data are fully processed.

5.4 Confirmability

This rigor will demonstrate that the data are the source of the researcher's interpretations and findings. The researcher explains how they arrived at their conclusions and interpretations. [11]. It shows how impartial or objective the data is. The researcher used bracketing in this study to set aside her prejudices. The analysis of the data was based entirely on the information obtained. An audit trail was finally used. The developed themes—built from the codes and categories—were presented to an outside auditor during this step. The number of used significant statements from fifty (50%) percent or more participants were audited, and their consistency with the transcriptions was established. Consequently, a certification was obtained confirming that the cited significant statements existed and were solely derived from the participants' responses.

5.5 Ethical Considerations

Through research protocols, the researchers complied with the guidelines. The researchers assured the respondents that their answers would be treated respectfully, ensuring the study's ethical soundness.

5.6 Informed Consent

In the data gathering of the researchers, the informed consent was

distributed and discussed its content to the respondents. This notice of consent letter ensured that the researcher told the respondent of the nature, purpose, causes, and benefits.

5.7 Privacy and Confidentiality

The researchers will assure the respondents that their answers to the questions will be treated with strict confidentiality and that the respondents have the right to refuse since they were not forced to answer. Nothing could be disclosed without their express consent to the release or publication of their identity. The participants' information was coded with pseudonyms to protect their identities. Eventually, the unprocessed and electronic data will appropriately be disposed of after processing within a predetermined timeframe.

5.8 Justice

The basic information used in the materials from the participants would be safeguarded appropriately and kept out of the reach of anyone but the researcher. All interviews with participants were conducted in private and were recorded. It was guaranteed that no information would be used against the participants' will and that all information would only be used to gather reference data for the advancement of the study.

6. Risk and Benefits

The study's possible risks and benefits were considered, and the researchers took the appropriate precautions to limit potential harm and maximize potential benefits. This research study ensured that the participants were fully informed about the study's purpose, possible risks, and benefits. It also involved offering participants any support and resources they might need. The minimal health precautions established by the IATF were followed for the in-person interview participants, ensuring our protection against COVID-19.

Furthermore, this study focused on the lived experiences of tricycle drivers during the COVID-19 lockdown and to be a reference for everyone to identify what needs to be implemented or developed for the sake of the tricycle drivers and other small local transportation operators for them in raising their awareness of how to solve their problem amid a crisis, it also calls for the operators to become vigilant in the face of this kind of phenomenon. In addition, this study can be a way that barangay officials can create programs and provide the necessary help.

7. Results, Presentation of Data, and Discussion

This chapter discusses the analyses and interpretations of the participant's responses to questions regarding the experiences of tricycle drivers during the COVID-19 lockdown. The participant's responses were taken from the interviews conducted with them.

The researchers coded, categorized, and recognized concepts in the verbatim type of transcription of the interviews. The themes that the data identified revealed are (1) mental wellbeing with subthemes of anxiety, depression, and uncertainty about the future, (2) financial difficulties with subthemes of loss of income and family survival, and (3) positive outlook by looking forward to recovery

with subthemes of government support and strong family ties. The themes result from understanding the tricycle drivers' struggles, including the challenges experienced and their coping mechanisms amidst the COVID-19 lockdown.

Theme 1: Mental well being

The coronavirus (COVID-19) pandemic and the social distancing protocols used to impede the spread of the virus may have severe mental health consequences. The purpose of this study was to investigate the network of components of pandemic-related negative psychological states (i.e., fear of infection, financial worries, loneliness) and symptoms of major depressive disorder (MDD) and generalized anxiety disorder (GAD).

According to Pieh, it is reasonable to be stressed in the context of the coronavirus pandemic. It concerns contracting the virus, how the family will react, how schoolwork and routines will be affected, and whether a person still has a job and enough money. It is miserable because all of these stressors are combined with the media hype and dealing with disappointments [12].

The participants shared their experiences on their mental wellbeing during the lockdown. This theme was generated from its subthemes: anxiety, uncertainty about the future, and misery.

Anxiety

The Centers for Disease Prevention and Control (CDC) conducted a national survey of more than 5000 US individuals in June 2020, and they discovered that more than a third (40.9%) of the respondents had experienced at least one mental health issue, such as depression or anxiety, during the COVID-19 [13].

In the Philippines, 13.4% of respondents experienced moderate to severe stress signals, 16.9% of respondents reported moderate to severe depression symptoms, 6.3% of respondents reported moderate to powerful psychological effect, 28.8% of respondents indicated moderate to severe anxiety symptoms [14].

“Gakabalaka ka man sa imo pamilya ti kay ano man akon maihatag kay nauntat ang akon ubra”. (I am worried what will happened to my family especially now that I don't have work).

Takot din siguro, natatakot sa pamilyamo kasi baka mag kasakit, magutom, at mawala. Hindi rin biro kasi yung mga nangyare na yon, akala naming hindi na babalik sa dati ang lahat.” (I am scared of what will happen to my family, what if they will get sick and die. The situation (pandemic) is not a joke and we thought we cannot go back to normal)

Worldwide, the COVID-19 pandemic and lockdown might increase anxiety and depressive symptoms. Health bodies have provided recommendations for coping with these symptoms, but most are based on potentially different experiences (e.g., individual prison isolation) or events (e.g., natural disasters). To our knowledge, no study has investigated which behaviors may protect against

these symptoms during the current situation [15].

Fear and uncertainty related to the spread of the virus were one of the most important predictors of emotional distress in all the groups apart from the adults between 18 and 29 years, whereas difficulties related to external restrictions were one of the most significant predictors of depressive and anxiety symptoms exclusively in the youngest group [16].

Depression

The transmission of COVID-19 may cause considerable fatigue and depression [17]. Within three months of testing positive, almost 20% of people diagnosed with COVID-19 were analyzed with psychiatric disorders, including anxiety, depression, or insomnia [18]. Studies also indicate that the younger people are, the more severe the symptoms they experience. However, older individuals demonstrated higher severity of anxiety and depressive symptoms, and other psychopathological symptoms than younger people during the COVID-19 outbreak.

Feeling of Uncertainty

The participants shared their experiences of feeling of uncertainty during the lockdown. It refers to the mental health issues experienced by tricycle drivers during the COVID-19 lockdown. The participants claimed that the COVID-19 lockdown affected their mental wellbeing.

Furthermore, a negative relationship between fatigue and social connectedness, which was mediated by feelings of stress, general worries, and COVID-19-specific worries—respectively, indicating that individuals with smaller network sizes, who were highly distressed during the pandemic, were also likely to report feeling more tired [19].

“Nasubuan, sa kung ano ang matabo sa amon. Gustuhon man namon nga mangita kinabuhi-a pro kay hindi gid ka gwa kag nahadlok ka man nga ikaw magkasakit pati pamilya damay.” (I am sad about what will happen to us. We wanted to look for a job, but it is still in lockdown, and we are still afraid that we will bring the virus at home).

Theme 2: Financial Difficulties

In March 2020, the World Health Organization declared COVID-19 a worldwide pandemic. Countries implemented public health measures to contain and control the disease's spread. These measures included closing educational institutions, nonessential businesses, events, and activities and working from and staying at home requirements. These measures have led to an economic downturn of unprecedented proportions. Generally, as economic activity declines, travel decreases, and drivers are exposed to a lower risk of collisions [20].

In addition, the entire world is coping with a slew of new issues due to the COVID-19 pandemic. Businesses and other activities worldwide have been negatively impacted, which has a knock-on

effect on the economy. Demand-supply imbalances can be seen in any industry. The impact of COVID-19 can also be seen in public transport usage. COVID-19 is upending the global economy, causing a drop in international trade [21].

The theme, financial difficulties, pertains to the notion that tricycle drivers suffered from financial status during the COVID-19 lockdown, and the job restriction was held temporarily. There are two sub-themes within this category: (1) loss of income and (2) family survival.

Loss of income

Significant hardship was brought by the COVID-19 pandemic and its associated economic effects. Tens of millions of individuals lost their employment first few months of the crisis (Tracking the COVID-19 Economy's Effects on Food, Housing, and Employment Hardships | Center on Budget and Policy Priorities, 2020).

The participants conveyed information about their financial status amidst the lockdown. All five participants stated that during the COVID-19 lockdown, their income was significantly impacted as tricycle drivers.

“Amo to nga mga tinion miski bugas hindi kami kabakal o kun kis.a biskwit nalang para sa mga bata.” (During those times, we could not afford to buy rice, and sometimes my children ate only biscuits)

“Dako gid ang epekto kay wala gid income mo, sang waay pang ang COVID lockdown ga kita ko P400-P600 kada adlaw sa byahe ti sang pagdiklarar nga malockdown tungod sa COVID tiuntat eh, waayna may mahimo. Wala man pasahero kay hindi man pwede ka gwa.” (Big effect on our income; before the lockdown, we earn as much as P400-P600 daily. When the lockdown was enforced, we had nothing we could do because people could not go outside)

Due to the COVID pandemic's inability to be contained and the need for lockdowns and strict physical separation policies, the Philippines is in a severe state of emergency. As a result, many economic activities—particularly those related to travel, tourism, the arts and entertainment, hotels and restaurants, and the majority of manufacturing and many services—have been reduced due to the decreased demand from people staying indoors during the day [22].

The ideas mentioned above are consistent with Fallesen's (2023); industries experienced particularly severe job losses, such as construction (56%) and public transportation (52%), while informal workers also experienced cumulative job losses. Moreover, Rojas (2021), since the pandemic in March 2020, Puno a subject for an interview, and his fellow tricycle drivers in Caloocan North said that they have only been able to ply their routes three times a week, given strict lockdowns and people primarily working from home. "You are lucky if you can make Php300-Php400 a day," said the driver, who earned twice as much pre-pandemic. Moreover, more is needed to support their family.

Survival for the Family

Families are living in an uncertain world during lockdown. Most of what lies ahead in life is still unpredictable, whether it has to do with a worldwide epidemic, the economy, or the finances, health, and relationships. Nonetheless, the people want security. They desire security and control over our lives and wellbeing.

The theme, surviving, refers to the strategic way or the coping mechanisms of the tricycle drivers to stay a specific phenomenon.

“Amo na eh, nangita kami ni misis miski papano pamaagi, kay sadto nga tion nag kwa lang kami travel pass kag naglibod sang mga utan sa mga balay-balay para makasurvive.” (My wife and I find a way to get a travel pass to sell vegetables to each household to survive)

“Mula kasi nong nawalan ng trabaho, eh nagtitinda ako ng isda, kinukuha ko pa sa Tabao at inaalok kung sino bibili, gawa ng hindi sila makalabas eh binabahay-bahay ko para makaraos at mabuhay”

(Since I lost my job, I have sold fish and offered to everyone since they cannot go out for us to live and survive).

Based on the assertion mentioned above, there are still those who fight in times of crisis despite poverty and hopelessness. Four out of five participants dared to make a living despite the risk of the outbreak. Although one of the participants used to have a secondary job, this is still an excellent strategy to survive amidst the COVID-19 lockdown.

The finding is congruent with Kabagani (2020) in an interview with the Philippine News Agency (PNA), a 36-year-old tricycle driver from Barangay Culiati in Quezon City Samad Maulana stated that he was aware that the transportation ban was intended to stop the spread of the highly contagious illness and that it might endure for some time. Furthermore, using the economic assistance he obtained from the government, he seized an opportunity to improve his circumstances despite the difficulties caused by the coronavirus disease 2019 (Covid-19) outbreak. Maulana's little barbecue business grew more than two weeks after it opened. He now also sells fresh veggies, saba bananas, and ripe mangoes [23].

Theme 3 Positive Outlook by Looking Forward to Recovery

Scholars have suggested that the level of panic is correlated with knowledge and attitude among the population. This review summarizes knowledge, philosophy, and practice during the COVID-19 pandemic among healthcare workers, medical students, and people in the US, the UK, Italy, Jordan, and China in April 2020. Analysis reveals that the knowledge level was generally positive, and optimistic attitudes [24].

One avenue through which people experience positive emotions is anticipating positive events [25]. Anticipation involves cognitively simulating a possible future event. It has been shown to accurately induce the amount of emotion experienced during the

lockdowns, possibly to an even greater extent since it is novel and unanalyzed during the anticipation period [26,27]. Previous research on discrete stressors has demonstrated that anticipating positive events can produce increases in positive emotion both before the stressor and when recovering from the stressor [28].

Government Support

The working poor in the Philippines are receiving cash during the Covid-19 lockdowns. Residents have been lining up in the capital city of Manila to claim subsidies, which are worth a maximum of 4,000 pesos (US\$79) per family or 1,000 pesos (US\$20) for each individual. Without a reliable source of income, many people in the Philippines have been trying to make ends meet.

All five participants received aid from the government and other branches of society, whether local or private sector, which helped them survive the situation.

“...Gapasalamat nalang kami to kay miski papano may ara ayuda nga gaabot pro kung sa akon pamilya hindi gid kaigo kag kulang gid.” (We are only grateful that assistance was provided in some way, but for my family, it is insufficient and not enough).

“...hindi man gapabaya amon barangay kag ginahatagan kami nila ayuda halin sa gobyerno. Kabalo man kami nga kulang amo na nga gatinguha gid kami nga makabaligya miski papano para idugang lang sa amon gasto sa adlaw-adlaw, pagkaon sang mga bata pinaka importante.” (Our barangay is not neglectful, and they give us aid from the government. We know there is not enough, so we strive to sell somehow to supplement our daily expenses, children's food is the most important).

“Ang mga ayuda na ibinibigay sa amin kahit hindi sasapat ke-langan padin na pagkasyahen mga suportang binibigay ng ating gobyerno isa rin sa nagpapatuloy sa buhay naming nong may lockdown.” (The aid that is given to us, even if it is not enough, our government's support is also one of the things that continue in our lives during the lockdown).

The capacity to give individuals in need quick aid is the main benefit of government support. Governments are in a position to immediately respond to the needs of their population and support them in trying times by offering financial assistance, welfare, and other types of relief. In times of economic distress, this aid may be a massive benefit by enabling residents to pay their bills, buy necessities, and maintain their living levels. Government assistance can also boost the economy and encourage companies to remain open, which can help generate employment and lessen the financial damage brought on by the epidemic.

On the other side, lockdowns have also been employed to stop the COVID-19 virus from spreading. Governments have been able to minimize the propagation of the virus and safeguard their population by implementing restrictions on mobility and assembly. Lockdowns have also slowed the virus's transmission, giving govern-

ments time to plan and prepare for the pandemic. Additionally, by reducing hospital congestion and ensuring that medical resources are accessible to those who need them most, lockdowns can lessen the strain on healthcare systems [29].

Strong Family Ties

Strong family relationships and a positive mindset are essential, as the current epidemic has helped to remind us. Having a solid network of family and friends to lean on, as well as a positive outlook, can help people cope with the stress and anxiety brought on by the pandemic, even though it has had several adverse effects on people, families, and communities around the world [30].

Resilience and a positive mindset are crucial in coping with the epidemic. A positive outlook can build strength and adaptive coping mechanisms, lowering stress and anxiety [31]. Furthermore, studies have demonstrated that an optimistic mindset might result in better physical and mental health results.

“Importante man lang nga hindi sila magutman kag ululupod lang kami sa gihapon...lipay naman ko basta upod ko akon pamilya. Miskan damo kana gakabataian nga damo nga gakalamatay ti ikaw nga ginikanan nahadlok ka man sa mga posible nga matabo sa pamilya mo, muna nga ginasalig ko nalang sa Ginoo ang tanan nga matapos naman gid tanan...” (It's just important that they don't go hungry and we're still together. I'm happy as long as I'm with my family. Even though you have heard a lot that many people are dying, you, as a parent, are afraid of what might happen to your family, so I trust in God that everything will be alright).

“...Pero kahit ganon may saya padin naman na nadarama kasi kasama ko akon pamilya, sama sama kami doon palang naiibsan din ang takot...” (Despite the situation, I still feel joy because my family is with me. We are together, and that's when the fear is relieved).

Despite the difficulties, families have managed to maintain relationships with and support one another throughout lockdown. Video conversations, text messaging, and social media have all been utilized by many to keep families in touch and reduce the distance between homes [32]. In addition, families have adopted innovative methods of communication, such as online game evenings and virtual movie nights [33]. In addition, families have taken advantage of the opportunity to bond over activities like baking, gardening, and board games [34].

7. Conclusion

Due to the limits on travel and the decline in demand for their services, the lockdown has significantly impacted the Philippines' tricycle drivers. Due to this, many drivers have seen a considerable loss of revenue, with some reporting a drop in daily earnings of up to 80%. The fact that the drivers are not seen as workers and are therefore ineligible for the government's social amelioration program makes it difficult for them to seek financial aid or support from the government. Additionally, because of a lack of money, the drivers, who frequently come into touch with passengers and

are therefore in danger of getting the virus, cannot get the appropriate protective equipment or testing.

The lockdown's effects on trike drivers have significantly influenced the local economy due to the decline in the number of tricycle drivers, the number of tricycle trips, and the revenue they produce. This lockdown has caused a drop in local demand for products and services, making the lockdown's consequences on the drivers' livelihoods even more detrimental. Additionally, as there are fewer tricycle journeys to spread out the automobiles and other vehicles on the roads, the decline in tricycle trips has also contributed to increased traffic congestion and air pollution in cities and towns.

In conclusion, the government's tight limitations in response to the new coronavirus outbreak have impacted the Philippines' tricycle drivers. The drivers have lost much money and are likely to become sick because of how frequently they interact with passengers. Additionally, as it has increased traffic congestion and air pollution, decreased demand for products and services, and decreased income from trike journeys, the decline in the number of tricycle trips has substantially impacted the local economy. Thus, it is evident that the tricycle drivers have experienced great difficulty during the COVID-19 lockdown and need further assistance from the government to ensure that their livelihoods are not further compromised. Thus, it is evident that the tricycle drivers have had to struggle significantly during the COVID-19 shutdown and need further support and assistance.

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