



Corruption Prevention and the Clean Air Act implementation of the Land Transportation Office

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Abstract: The Clean Air Act of 1998 or Republic Act No. 8749, is the organic law that protects the air that we breathe from contaminants that may cause not only human, animal or ecological harms, but, also aims to preserve the air that shall be breathe by the future generations. Corruption through “non-appearance emission testing procedures” proliferates due to this added requirement for motor vehicle registration. This study focuses the Land Transportation Office in its implementation of the Clean Air Act - realizing its role, as regulator of motor vehicles, plying the streets using the case study method. This paper will answer the problem “Is air pollution worsened through LTO’s negligent registration of motor vehicles procuring illegal Certificate of Emission testing from erring private emission testing centers?” The role of LTO should be strict non-registration through suspension and/or revocation of Certification of Registration for motor vehicles that are not passing or nearly failing emission tests plus frequent strict random road side emission test on the streets. The conclusions and recommendations that would be presented in this paper can alarm the government regulators that a study was done due to some lapses it does in their duties and functions. This paper would also create awareness to the academic community of the “corruption prevention field” in government administration practice that needs to be subjected to more research projects that will aide in policy making.

Key Words: environmental policy, corruption prevention, corruption, clean air act, public administration

1. INTRODUCTION

One way towards development is a good transportation system. Good transportation system entails different modes of transportation and how do you implement such. Road transportation is the primary wheels of life in the centers of businesses in the country. The large number of motor vehicles that influx our streets made the problem truly worst that our urban planners did not see today.

Opposing view to strict regulation of motor vehicle emission may: 1. be an avenue for corruption; 2. burden for more motor vehicle owners if their Certificate of Registration will be suspended and not ply the roads, which would be an inconvenience to them, due to no effective mass transport system in the country; and some might again use the economic boosts of more motor vehicle purchase rather than caring for the air that we breathe.

The importance of this study is to reinforce the role of government regulators on motor vehicle emissions, the thirst of the academic community and researchers to create more studies, disseminate the publication and rally the government to implement the hard-labored feasible studies done by scholars, experts and experienced individuals in such subject matter and area. And finally an eye-opener for readers that there is the concept of corruption prevention in public administration – a changed of mindset from the traditional view



of “reaction after anything happens” to “react before anything happens, for a large of government resources were already wasted in prosecuting and running after culprits of massive corruption in the country and little were brought back to government coffers. Corruption prevention even though done unknowingly, but frequently in public administration, the introduction of the concept, is an innovation of a change of paradigm from the traditional government service - to a more responsive public management system in controlling air pollution by the LTO through effective implementation of laws.

2. MAIN CLAIM/S

- That the more negligently registered motor vehicles procuring illegal Certificate of Emission Testing from erring private emission testing centers, produces more air pollution;
- That negligence of LTO’s regulatory functions contribute to worsening air condition, due to proliferation of negligently registered motor vehicles procuring illegal Certificate of Emission Testing from erring private emission testing centers; and
- That through corruption prevention, which is review of existing policies in the implementation of the Clean Air Act by the LTO, and effective implementation of the internal control mechanisms in the revised policy, would lessen negligently registered motor vehicles procuring illegal Certificate of Emission Testing from erring private emission testing centers.

3. METHODOLOGY

This study uses the case method which allows the exploration and understanding of complex issues. Case Study method can be considered a robust research method particularly when a holistic, in-depth investigation is required.ⁱ

4. CONCLUSION

- Regulation is an extreme power of the State. Regulation derives its source from police power the power to create and execute laws. Legislative and Executive re: police power manifestation, are branches who performs such inherent power of the State. Even if the laws provide for a good *racio legis* but the implementation is selective or shall try to accommodate exceptions to the rules in having individual motor vehicles, then regulation is just nothing.
- “Strong will” not to register motor vehicles who shall not comply with the law, rules and regulations on Clean Air Act. LTO should not just register motor vehicles, but also regulate, that is the essence of a regulatory office, since their claim and press release mentioned that 80 percent of the air pollution comes from the motor vehicle emission, therefore, imposition of sanctions like suspension and revocation of the motor vehicle registration must be without any trace of special favor or even tainted with allegations or actual cases of corruption. Corruption Prevention measures like the following should be done:
 1. Setting the tone at the top – leadership by example – strong political will to the heads of LTO motor vehicle registration offices should be promoted
 2. Orientation of the employees about the values, effects long term/short term of any acts whether legal or not
 3. An effective fast response reporting system like text and email, but a strong written policy on how to administratively sanction violators of good governance measures should be instituted. A corruption risk assessment should be done to validate the problems happening in the emission testing procedures. Upon validation and findings, a careful study to make recommendatory policies should be done. Cascading of the policies, clear cut procedures and sanctions for irregularities must



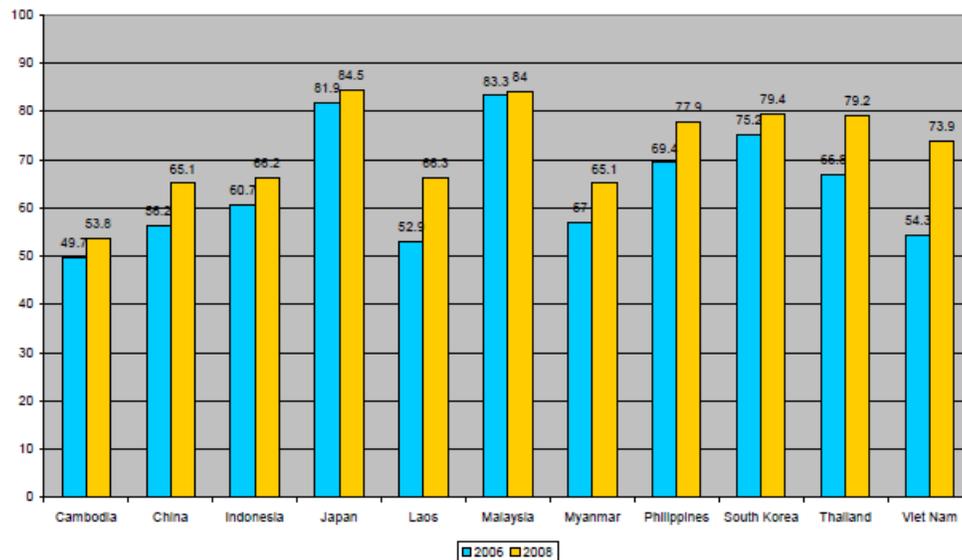
be done. Religious implementation, periodic monitoring and evaluation of the instituted controls should be done.

Government, Private Sector, Academe and Researchers and citizens should work hand in hand to do its best in saving the air that all breathes for no one can do such alone but us.

The status of air quality in the Philippines

The country’s air quality status from 2004 to 2009 has a reduction of 29%. The air quality of the Philippines is still dirty but improving in terms of Total Suspended Particulates which is in annual value of 90ug/Ncm. Metro Manila, the most developed and industrialized metropolis in the country based on study conducted by the Yale University and Columbia University compared with other International Cities based on Environmental Performance Index is 5th out of 11 countries in the ASEAN region including Japan, China and South Korea, as shown in the table below:

Environmental Performance Index
Yale University & Columbia University



The Environmental Performance Index (EPI) is a method of quantifying and numerically benchmarking the environmental performance of a country’s policies. This index was developed and designed to supplement the environmental targets set forth in the United Nations Millennium Development Goals, the predecessor of the United Nations Sustainable Development Goals. In January 2008 two EPI reports have been released that is in 2006 and 2008. The higher the EPI is an indication of good environmental performance. EPI is scored using indicators (a total of 25) for policy sub-categories. The effects of air pollution on human health and ecosystem is 12.5 and 2.5 respectively. The indicators used for air pollution health effects were urban particulates, indoor air pollution and health ozone. For effects on ecosystem vitality, sulfur dioxide emissions and ecosystem ozone were used as indicatorsⁱⁱ



Case Study of Philippines, Thailand and Malaysia protecting the air environment, fighting corruption.

The point of comparing this three countries as to their efforts of protecting the environment and fighting corruption, is their membership in the Association of South East Asian Nations and classification as a “developing country”. Even though there are difference in the system of governance, culture, religion and other aspects, all three countries “geographic layman-speaking”, the air or atmosphere that these three countries they share is in one geographical region.

Philippines

The anti-corruption office of the Republic of the Philippines, is the Office of the Ombudsman. This office was created by a constitutional and statutory mandate. Formed in 1990 this office has five major role in the fight of corruption, namely: investigation, prosecution, preliminary investigation and administrative adjudication, public assistance and corruption prevention. This office with regard as “protector of the people”, comes with it, the protection of the place where the people lives – and that is the environment.

The Office of the Ombudsman instituted the Environmental Ombudsman program which according to its statutory mandate may take cognizance of any act or omission committed by any public official, employee, office or agency mandated to protect the environment and conserve natural resources that appears to be illegal, unjust, improper or inefficient or any malfeasance, misfeasance or nonfeasance committed by any public officer or employee, including co-conspirator private individuals, if said act or omission involves any violation of environmental laws or concerns or relates to environmental protection.

The author defines corruption prevention as the encompassing field covering internal auditing, making agency analysis framework, systems study, red tape assessments, corruption resistance review, corruption vulnerability assessments, integrity systems check , documentation of good governance practice, monitoring and evaluation of good governance practices, corruption risk ratings, corruption prevention awareness campaign/drive and coordination activities. This body of knowledge can be for social science researchers and public administrators, since their involvement and practice are into government systems and procedures. The institution of recommendation policies at an immediate time controls and prevents corruption from happening.

Corruption holds back growth and progress to lift people out of poverty.ⁱⁱⁱ Corruption wastes general public’s resources that came from the hard-earned money or labor for work by its people, be it professional or skilled. The Commission on Audit estimated around 2 billion pesos was the cost of this ill-embedded system, or about 25% of the annual budget.^{iv} It was corruption that hinders government’s capacity to deliver basic services especially to the poor – who are vulnerable sectors.^v

Corruption is a governance and social issue. It destroys the trust and confidence of the public to government institutions. A systemic/institutionalized corruption in Philippine governance is a reflection of poor internal control in its procedures and processes. A reason for the incapacity of government institutions to implement a policy that exists, if there is a policy at all, is because some erring employees find a chance for corruption to become prevalent. Rules and Regulations without clear demarcation as to authority and effective monitoring and evaluations mechanisms, gives power to officials which can lead to loss of public funds.^{vi}

The study of theory will help the Corruption Prevention Practitioners check on the root causes of corruption and design effective corruption prevention projects and programs. Reform initiatives can be at its best if such are grounded to theoretical and empirical principles. *Theory of Corruption Prevention is an informed guess of the source of corruption and the needed approach to address it.* International best practices provide critical lessons in strengthening corruption prevention practice. Hand in hand, the foundations of



theoretical approach and experience in the implementation of corruption prevention audit tools shall help in the sustainability and development of the field.^{vii}

Corruption Prevention practice in the Philippines at its early stage had many challenges, among which are the lack of research/study on the subject area; academic expertise and specialization in governance setting; compilation of specific good governance habits; management of knowledge sharing and data banking; etc. This is the reason why academicians and practitioners should merge their varying/unique experiences and exposure to the study of root causes of corruption and the corruption prevention practice in the country. The experience of those who took a course in Corruption Prevention and practiced it at such person's work place could be generated; gathered or documented that can serve as empirical inputs in generating theories to explain the challenges and opportunities in such field of specialization.

The past years have seen a surge of anti-corruption efforts. The increase in the number of anti-corruption stakeholders is unprecedented. There is no shortage of lessons that can be learned from different anti-corruption crusades. However, it has been observed, according to an article published by the Career Executive Service Board in 2005, that lessons are not well articulated and even internalized, hence stakeholders in the fight of corruption fails to address the incidents of such. The levels of anti-corruption initiatives are international, national and local encompassing the boundaries of the private-public divide.^{viii}

Corruption prevention programs are effective if it is both theoretically sound and empirically grounded. Efforts cascading and implementing a corruption prevention program can be successful if government agencies can analyze corruption utilizing appropriate theories, learn from best practices, develop strategies and faithfully implement the anti-corruption measures according to peculiarities of the subject office.^{ix}

The Land Transportation Office as focus-government agency of this paper, contributes to the mirror of Philippine governance to be corrupt, as shown in the following table:

Year	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Source
2012	LTO	HOR	PNP	DPWH	BIR	http://cnnphilippines.com/news/2015/03/10/most-corrupt-govt-agencies.html
2013	LTO	HOR	DPWH	PNP	DA	http://cnnphilippines.com/news/2015/08/27/SWS-Customs-tops-most-corrupt-Philippine-government-agencies-list.html
2014	BOC	LTO	HOR	DPWH	DA	http://news.abs-cbn.com/focus/08/28/15/boc-most-corrupt-among-36-govt-agencies-sws-survey
2015	BOC & LTO	DBM	PNP	BIR	HOR	http://www.portcalls.com/boc-lto-corrupt-agencies-latest-sws-survey/#
2016	BOC	LTO	HOR	BIR	DOTR	http://www.philstar.com/headlines/2017/02/01/1668003/customs-least-sincere-fighting-corruption-2016-sws

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prevalent. Rules and Regulations without clear demarcation as to authority and effective monitoring and evaluations mechanisms, gives power to officials which can lead to loss of public funds.^x

A motor vehicle (MV) before it goes to our roads must be first registered to the Land Transportation Office under the Department of Transportation (formerly Department of Transportation and Communications). Motor Vehicle Registration process involves physical inspection of the motor vehicle, encoding of details in the computer database and the issuance of the Certificate of Registration, stickers and the motor vehicle plate. Motor Vehicle Registration is important in all respects and part of the police power of the State. Regulation of plight of motor vehicles under the Land Transportation Office's jurisdiction on the roads are the road-worthiness, emission of carbon dioxide and ownership/accountability of the motor vehicle.

LTO has its Law Enforcement and Traffic Adjudication System, which has a two different services headed by a Director under the supervision of the LTO Chief as to enforcement of the Land Transportation and Traffic Code and the adjudication as to contesting existing traffic violations of the driver against the enforcer.

LTO had been part of the Integrity Development Review in 2005. Corruption Prevention efforts started during the latter part of 2005. Visible pieces of evidence or fruits of the corruption prevention program by instituting integrity systems had just started in 2007 until early part of 2010. When the Aquino Administration in 2010 had its plight, it immediately defunct the Presidential Anti-Graft Commission, thus the IDAP, was lost into picture.

Opposing view to strict regulation of motor vehicle emission may: 1. to some be an avenue of corruption; and 2. even a heavy burden for more citizens due to not effective mass transport system in the country.

Thailand

The Kingdom of Thailand's anti-corruption agency is the National Anti-Corruption Commission (NACC). Since its inception in 1999, the NACC has accepted 3,383 cases for investigation. Of those, investigators found evidence of corruption or malfeasance in about a third, 1,191 cases. Of the thousands of cases processed by the committee, only 105 led to convictions not overturned on appeal. The majority of convictions have not involved rich or powerful defendants. All but one involve infractions by mid- or low-level administrators such as mayors, school directors, policemen, clerks, and registrars.^{xi} One reason for the NACC's poor conviction rate may be that NACC employees are harassed and threatened in the performance of their duties, necessitating the use of bullet-proof vehicles by NACC staff.^{xii}

Thailand as a developing country, emerging from an agricultural base to more industrialization, the country now faces many environmental problems, particularly air pollution, resulting in adverse health consequences. The three major sources of air pollution are vehicular emissions in cities, biomass burning and transboundary haze in rural and border areas, and industrial discharges in concentrated industrialized zones. Thailand strives for a continual economic growth. Although environmental management has been instituted, levels of volatile organic compounds (VOCs) continue to exceed Thailand's standards according to Pollution Control Department in 2010.

The capital of Thailand, which is Bangkok and home to some 9 million people, remains relatively smog-free, but experts say this might not be too long due to increasing motor vehicles every year. In the first four months of 2017, the city registered 300,000 new vehicles, including buses and motorcycles, bringing the total to nearly 9.5 million. According to Glynda Bathan Bateria, Deputy Executive Director of Clean Air Asia, Bangkok is an example of what other Southeast Asian cities can do to improve air quality. Looking at a mass transport system that can bring massive numbers of people in and out of the city while encouraging them to leave their



vehicles at home is one solution that the Bangkok Government had promoted and is now planning 12 more rapid transit train lines to be implemented until 2029. ^{xiii}

Thailand utilization of low-emission solutions, such as electric or hybrid cars, are still a rarity in the country. Teera from Toyota Motors Thailand said that most of them in the car manufacturing are adopting a wait-and-see approach due to concerns over infrastructure and energy supply. The former governor of Bangkok in the meantime said that politicians and city leaders need to enforce higher air quality standards to keep residents safe and healthy. In the recent celebration of the International Anti-Corruption Day at Bangna, the Thai Prime Minister Prayut Chan-o-cha said that all sectors of the Thai society should not tolerate corruption and he expects that Thailand's position in Transparency International Corruption Perception Index will improve by next year. General Prayut's claim said that his government had taken many steps to combat corruption, including improving laws and setting up anti-corruption networks at ministerial and provincial levels.^{xiv} Obtaining sustainable development that balances environmental conservation and the well-being of the population remains a challenge for Thailand. Policy makers often rely only on economic information due to lack of empirical data on health, social, and environmental impacts from developmental policies and projects in formulating the national strategies for development. The fostering and strengthening epidemiological research in Thailand not only provides the necessary perspective for policy development but contributes to the larger body of knowledge in environmental health.^{xv}

Malaysia

The independent Malaysian Anti-Corruption Agency (MACC) is part of the Government Transformation Program. Since its inception in 2008, the MACC has made outstanding progress by focusing on a three-pillar approach that institutes reform in government, civil society, and business. A truly effective anti-corruption system must have stakeholders from all ends of society working in concert. Private and government-linked companies are encouraged to publicly sign an Integrity Pledge or engage in a contractually-bound Integrity Pact. Unlike empty pledges used in some other countries, Malaysia Integrity Pledge has real implications for both the country and company alike: In return for cooperating with an outside team that may include officials from Transparency International, the Auditor General's office, the Finance Ministry, or other stakeholders to verify their progress, companies receive a competitive advantage, such as being shortlisted during competitive bidding processes. The even more rigorous Integrity Pact, which the government tested out last year during the bidding process for Malaysia's Mass Rapid Transit, is used as entry requirement for companies wishing to bid for a given government project. The voluntary process emphasizes the use of built-in incentives for compliance over exclusive penalties for enforcement. Just as political actors shouldn't be forced to commit political suicide to raise the flag of fighting corruption, so should businesses shouldn't need to feel like they are sacrificing their competitive advantage. Implementing internal compliance policies within the larger anti-corruption framework should be in each stakeholder's self-interest. With dozens of companies voluntarily making the Integrity Pledge to date, the success of this approach is evident. Another key component of the Malaysian Anti-Corruption strategy is judicial reform and transparency.^{xvi}

Environmentalists are happy that the Malaysian Anti-Corruption Commission (MACC) is tackling corruption in environmental management, especially with environmental degradation recurring nationwide at an alarming rate. An eco-manifesto was signed by 23 Non-Governmental Organizations (NGOs) in 2013 which all had agreed to declare an eco-emergency on national deforestation and forest degradation. The NGOs included Transparency International-Malaysia, Bar Council, Institute of Foresters, Malaysian Nature Society and Southeast Asia Council for Food Security and Fair Trade. This manifesto revealed that the massive losses of natural forest in the country is attributed to commercial logging, development of mono-culture, and palm oil plantation. The ill-conceiving economic development has contributed to a growing number of unsustainable trend, threatening the country's forest ecosystem. The government of Malaysia thru its Natural Resources and Environment Minister, welcomed the positive networking between MACC and the environmentalists to fight



environmental corruption. Environmental crimes and corruption are perceived as victimless crimes, but in reality they have far-reaching negative consequences for all of society.^{xvii}

Other related good corruption prevention practice that Malaysia does pertaining to protection of environment is that the Malaysian Anti-Corruption Commission (MACC) has linked up with environmental experts and activists to fight environmental degradation caused as a result of corruption and abuse of power. They have formed the Environmental Protection and Anti-Corruption Caucus (EPACC), an information-sharing network, to curb corruption and strengthen law enforcement. EPACC is made up of representatives of MACC; Pertubuhan Pelindung Khazanah Alam Malaysia; Rimba Research; Sahabat Alam Malaysia, Persatuan Aktivis Sahabat Alam; the Chemical Engineering Department of the Faculty of Chemical and Energy Engineering of Universiti Teknologi Malaysia; Centre for Science and the Environment; and Institut Kefahaman Islam Malaysia. MACC welcomes the strategic partnership that would ensure more serious attention was given to issues of environmental degradation.

Test of Major Claims

Based on records of the Land Transportation Office, more than 6,000 vehicles have been added on the road from 2012 to 2014. Air pollution worsens because the number of vehicle is increasing; the population is growing; the roads are getting congested and structures are getting higher. These are some factors why air pollution remains on the ground and not dispersing as explained by Rene Pineda of Partnership.^{xviii}

A multi-sectoral coalition composed mostly of environmental advocates and transport groups has sued the Land Transportation Office (LTO) over the worsening air pollution in Metro Manila. The Coalition of Clean Air Advocates of the Philippines (CCAAP) filed a complaint for graft in the Office of the Ombudsman against LTO chief Alfonso Tan and LTO Management Information Division Chief Rector Antiga. Mr. Antiga was included in the lawsuit because his office, was in charge of receiving all the emission tests results that fails to double-check or put internal controls - whether these were valid or had been falsified. According to the CCAAP, the public officials failed to implement the Philippine Clean Air Act of 1999 and stop corruption in the motor vehicle emission testing process where even “no-shows” were issued a certificate of emission compliance (CEC). In their 11-page complaint, the coalition members asked the Ombudsman to place the respondents on preventive suspension. CCAAP chair Dr. Leo Olarte said in a press statement, that the Department of Environment and Natural Resources has reported that 80 percent of air pollution in the metropolis comes from motor vehicle emissions. Further, Dr. Olarte said that the worsening air pollution not only in Metro Manila but also around the country was a “threat to the health and life of our people.” The total suspended particulates (TSP) level—the international standard measure for air pollution—has reached 145 micrograms per normal cubic meter (ug/Ncm) in Metro Manila when the World Health Organization has pegged the acceptable TSP level at just 90 ug/Ncm, he added. In the same statement, Zenaida Maranan, President of the Federation of Jeepney Operators and Drivers Association of the Philippines, said they had members who were asked to pay Php 500 at emission centers in exchange for getting a CEC without having their vehicles checked. Another complainant, Alliance of Concerned Transport Organizations President Efren de Luna, criticized Tan for “failing to stop the massive and corrupt non-appearance emission racket under his nose.” Another complainant in the graft case, CCAAP president Jojo Buerano, said that for more than a year, “we sent LTO letters, gave them tips [and] lists of ‘no-show’ incidents but they did not act on it.” The coalition members said in their complaint that they even donated a computer software to detect anomalous emission center results and fake documents submitted to the LTO. However, the software “was disallowed and the checking discontinued,” raising suspicion that the agency itself may be profiting from the scam.^{xix}

With such above pieces of evidence shown in this section of the paper, the major claims mentioned above are affirmative and conclusions above can be done to resolve the problem statement.



Summary

From the above case and good practices scenario, we conglomerate these, and form a conclusion that corruption affects every country, city, group of people and the entire world. We must stop corruption, and this should not only be through filing cases due to acts already committed. Corruption is not only a government's act but also of the private players in a certain regulatory sphere in our society.

It was the policy of the State to protect and promote the right to health of the people and instill health consciousness among them.^{xx} It shall protect and advance the right of the people to a balanced and healthful ecology in accord with the rhythm and harmony of nature. ^{xxi} Finally, the State shall maintain honesty and integrity in the public service and take positive and effective measures against graft and corruption.^{xxii}

A taxpayer's class suit was filed by minors Juan Antonio Oposa, et al., representing their generation and generations yet unborn, and represented by their parents against Fulgencio Factoran Jr., Secretary of DENR. They prayed that judgment be rendered ordering the defendant, his agents, representatives and other persons acting in his behalf to: cancel all existing Timber Licensing Agreements (TLA) in the country; and cease and desist from receiving, accepting, processing, renewing, or appraising new TLAs; and granting the plaintiffs "such other reliefs just and equitable under the premises." They alleged that they have a clear and constitutional right to a balanced and healthful ecology and are entitled to protection by the State in its capacity as *Parens Patriae* (the State is the protector of the People). Furthermore, they claim that the act of the defendant in allowing TLA holders to cut and deforest the remaining forests constitutes a misappropriation and/or impairment of the natural resources property he holds in trust for the benefit of the plaintiff minors and succeeding generations. The petitioner-minors assert that they represent their generation as well as generations to come. The Supreme Court ruled that they can, for themselves, for others of their generation, and for the succeeding generation, file a class suit. Their personality to sue in behalf of succeeding generations is based on the concept of intergenerational responsibility insofar as the right to a balanced and healthful ecology is concerned. Such a right considers the "rhythm and harmony of nature" which indispensably include, inter alia, the judicious disposition, utilization, management, renewal and conservation of the country's forest, mineral, land, waters, fisheries, wildlife, offshore areas and other natural resources to the end that their exploration, development, and utilization be equitably accessible to the present as well as the future generations. Needless to say, every generation has a responsibility to the next to preserve that rhythm and harmony for the full enjoyment of a balanced and healthful ecology. Put a little differently, the minor's assertion of their right to a sound environment constitutes at the same time, the performance of their obligation to ensure the protection of that right for the generations to come.^{xxiii}

The above case is all about protecting trees/ rainforest the primary cleaners of our air, thus the birth of the Clean Air Act. Now comes different government agencies role in protecting the air we breathe. Regulating the plight of motor vehicles is LTO's mandate. LTO was created to protect the general public against abuse of rights by motor vehicle owners, such as wrong usage of such, by not properly maintaining the subject motor vehicles and emits dangerous fumes set by international environmental standards. Even if systems and procedures were already in place but the values of the persons implementing the Clean Air act at the Land transportation Office is distorted or tainted with only self-interest, the corruption prevention measures shall only be a waste of time and resources.

The good practices currently done by the Philippines, Malaysia and Thailand to fight corruption pertaining to environmental protection and regulation of activities should be imparted to the very internal values of any individual who shall in turn make internal controls in government processes for the protection of environment and finally for the benefit of the future generations .



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^{xviii} <http://www.gmanetwork.com/news/news/nation/581417/80-percent-of-air-pollution-in-metro-manila-comes-from-cars/story/>

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^{xx} Section 15, Article 2, 1987 Philippine Constitution

^{xxi} Section 16, Article 2, 1987 Philippine Constitution

^{xxii} Section 27, Article 2, 1987 Philippine Constitution

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