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THE PROJECT AFFECTED PERSONS' PERCEPTION OF THE IMPLEMENTATION OF THE DAVAO PUBLIC TRANSPORT MODERNIZATION PROJECT

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ABSTRACT

Before the project has been introduced to the public, these Informal Settlers in the corresponding places at Barangay Bato, Barangay Panacan and Barangay Sto Niño are living a normal life with a marginal income that can only sustain buying food-to-mouth for a daily basis.

When the project came in, the landowners of the particular parcels that will be used as a proposed project site for bus stops, terminals, depots and driving school, have come to an agreement with the National Government of selling their property for the sake of community development wherein their offsprings will also benefit. Because of this improvement, the settlers of the said lands who happened to be the tenants, farmers, undocumented settlers and illegal dwellers of the land will be displaced. The project proponents are mindful of these project affected people (PAP)'s and making sure that their needs will be addressed.

This research will help the project proponents to fill the gaps of information from these PAP's, specifically the informal settler people (ISF's) by getting their sentiments. Research questions have been formulated in such a way that the real needs, emotions, and perceptions shall be gathered and obtained. A qualitative research method through one-on-one interviews using the open-ended questions are used for this research. A phenomenology theory has been used to process the data results. Detailed Measurement Survey (DMS) is also one of the tools being used to locate the exact location of the ISF's.

CHAPTER I INTRODUCTION

For the past few years, there have been several infrastructure projects that our country is currently building to improve the road network and modernize our public transportation to address the problematic heavy traffic in all the major cities in the country. Davao City is part of this movement, having (2) two massive infrastructure projects that are ongoing execution and implementation, which are the Davao Public Transport Modernization Project ("DPTMP") and

the Mindanao Railway Project (“MRP”). These projects are spearheaded by the Department of Transportation (“DOTr”).

BACKGROUND OF THE STUDY

These promising projects will reshape the economy of Davao City and its neighboring towns. In particular, DPTMP, a bus-based transportation system, is being executed by the national government through the Department of Transportation (DOTr) and shall be turned over to the Local Government Unit of Davao (“Davao - LGU”) as the implementing entity. But the anticipated progress that this project brings will entail disruption to the normal functioning of those Project affected Persons (“PAPs”), as well as modernize and diversify the city’s current transportation system, and will eventually lead to total change to some lives of the affected persons.

According to DOTr, “The project intends to deliver a modern high-priority bus system that shall provide an efficient, attractive, and affordable mode of transport and support inclusive economic growth for all of the city’s inhabitants.”

STATEMENT OF THE PROBLEM

The City of Davao envisioned providing the community with consistent, high level and modernized public transportation services. This aspiration is due to the heavy daily traffic on the city’s main thoroughfares and the growing need for quality public transport vehicles in the city. As a solution to this situation, the City wants to replace the current transport system dominated by jeepneys with a modernized and state-of-the-art public bus system. This public transportation makeover includes the construction of the required infrastructure, such as building bus terminals, bus depots, bus stop shelters, and a driving school.

The change in Davao City’s transportation landscape significantly impacts several sectors of society, such as the jeepney drivers, operators, mechanic repair shops, landowners, and the settlers on the proposed project sites wherein infrastructures will be constructed. That means there will be displacement and relocation of the PAPs. The PAPs of the DPTMP are facing uncertainty about their future, especially the Informal Settler Families (ISFs), as they are to be moved to a relocation site away from their current community, wherein their livelihood and comfort zone is located.

Research data has been collected and shows that most of the PAPs that will be severely impacted are those ISFs, wherein 102 families or households have been affected. As part of these changes, ISFs have been feeling uncertain due to significant factors such as loss of shelter security, livelihood displacement, detachment from their current community, adjustment of their children from transferring to a new school, and other emotional attachments.

This research will focus on the three main problems that arise from this development, namely:

1. What will be the impact of this development on the project-affected persons?
2. What will be the assistance that our local government can provide to the PAP’s in terms of their livelihood restoration and resettlement relocation plan?
3. What are the expectations of these ISFs from this project in terms of benefits and entitlements?

OBJECTIVES OF THE STUDY

This study aims to explore the importance of development in the city while also highlighting the potential positive and negative impacts of such action. The study will also discuss possible mitigation strategies for any adverse effects that

may arise. Additionally, the study will educate the reader on the problems of ISFs and how the community can help them to recuperate during their transition period in the relocation sites.

SIGNIFICANCE OF THE STUDY

This study emphasizes the importance of understanding the impact of urban development, especially in the public transportation sector, on the community's welfare, including affected marginalized groups.

PAPs are people and communities who will probably be impacted by the project, either favorably or unfavorably. They might go through relocation, job loss, interruption of daily life, and changes to their physical surroundings. The study is significant since it aims to comprehend PAPs' perspectives on the DPTMP's implementation.

The study can uncover the project's possible benefits and problems and suggest measures to reduce unwanted effects by comprehending the PAPs' views.

SCOPE AND LIMITATION

This study conducts field research to understand and validate the responses and perceptions of the PAPs on the modernization of our public transportation. The researchers also emphasize the limitation of the study, which focuses on the ISFs since this is considered a highly impacted group brought by this project within Davao City, and collected data from the 10 participants.

Although the procedure of these research conducted in a physical one-on-one interview, is the most reliable method among others yet there will still be limitation of getting the truthful responses since we are considering the factor that these respondents have their own reservations and adding the fact that the interviewer is stranger to them, as such, the deviation of getting the correct answer is subjective.

ABBREVIATIONS

The following terms have been defined to standardize the meaning of the abbreviations:

PAPs:	Project Affected Persons
ISFs:	Informal Settler Families
DOTr:	Department of Transportation
LGU:	Local Government Unit
DPTMP:	Davao Public Transport Modernization Project
MRP:	Mindanao Railway Project
IFC:	International Finance Corporation
SEA:	Social and Environmental Assessment
RAP:	Resettlement Action Plan

DEFINITION OF TERMS

Affected Households - Refers to all households whose homes will be impacted by the project.

Affected Persons (APs) - refers to individuals who experience physical or economic displacement due to involuntary land acquisition or limitations on land use and access to legally designated parks and protected areas. Physical displacement may involve relocation or the loss of residential land or shelter, while economic displacement may involve the loss of land, assets, access to assets, income sources, or livelihoods. (Source: Adapted from World Bank, 2021)

Compensation - the sum of money or other benefits an organization to an individual who has incurred losses or harm due to relocation to cover relocation-related charges like moving costs, short-term accommodation, and additional costs. This compensation is meant to help persons negatively impacted by the relocation recover from any losses or damages they may have suffered.

Detailed Measurement Survey (DMS) - refers to the exact measurement and recording of a building or structure's physical attributes and dimensions. Typically, the survey contains floor plans, sections, elevations, measurements of the building's internal and external dimensions, and construction information. This activity is the process of identifying and measuring all fixed assets (i.e., lands used for residence, commerce, and agriculture, including ponds; dwelling units; stalls/kiosks and shops; secondary structures, such as fences, walls, trees with a commercial value; etc.) and sources of income and livelihood inside the Project Right-of-Way (ROW), with their owners identified, and pinpointing their exact location for finalization. It will also be decided how severely the affected assets will be impacted, as well as how severely the livelihood and productivity of APs would be affected. Thus, this will aid in determining the total resettlement cost.

Displaced Persons (DP's) - pertains to individuals who undergo physical or economic displacement due to involuntary acquisition of land or restrictions on land use and access to legally designated parks and protected areas. Physical displacement may entail relocation, loss of residential land, or shelter, while economic displacement may involve loss of land, assets, access to assets, income sources, or means of livelihoods. (Source: ADB IR Source Book, 2012)

Entitlement - pertains to different forms of assistance and compensation owed to affected individuals to help them recover from their losses and rebuild their social and economic foundations. These measures may include income restoration assistance, transfer assistance, income replacement, relocation support, compensation, and other related forms of support. (Source: Adapted from World Bank, 2021)

Household - refers to a social unit comprising either an individual living alone or a group of individuals who share the same housing unit and have a typical arrangement for preparing and consuming food. (Source: Adapted from United Nations, 2021)

Informal Settler Families (ISFs) - refers to the families and individuals who reside in settlements or communities that were formed without official approval from the government are known as Informal Settler Families (ISFs). ISFs frequently inhabit lands or properties that are public or private but that are not formally acknowledged or governed by the government. These settlements are commonly characterized by poor living conditions, overcrowding, and inadequate infrastructure, and they may need more basic utilities, including water, sanitation, electricity, and waste management.

Involuntary resettlement - pertains to the forced removal of individuals, families, or communities from their homes, lands, or properties by public officials without their free, prior, and informed consent, often due to development projects that require the purchase of land or property, such as the high-priority bus system project by the government. Forced relocation can result in significant adverse social, economic, and environmental impacts on affected populations, including the loss of homes, livelihoods, social networks, and cultural heritage. The resettlement process must adhere to international human rights norms, including the right to adequate housing. (Source: ADB IR Source Book, 2012)

Land acquisition - refers to purchasing land for various goals, such as infrastructure projects for urban growth, the exploration of natural resources, and conservation initiatives. This can be done either through direct purchase or through government action. Land acquisition is the process of transferring ownership of a piece of property from one party to another. Usually, this entails negotiations between the landowner and the entity acquiring the property to determine the terms of the transfer, including the price and any losses the landowner will be compensated for.

Relocation - refers to moving people, homes, or communities from one place to another, frequently due to planned or unforeseen occurrences like natural catastrophes, construction projects, or armed conflicts. Moving may entail the actual physical migration of individuals and their possessions and the social and cultural adaptation to a new setting. Relocation may be temporary or permanent and voluntary or involuntary, depending on the situation.

Resettlement - pertains to the process of relocating individuals, households, or communities due to planned or unforeseen catastrophes like natural disasters, armed conflict, or construction projects. This process may include physically moving people and their belongings and adapting to new social and cultural settings. Resettlement can be temporary or permanent and voluntary or forced, depending on the situation. It also encompasses the long-term or

short-term social and economic effects resulting from the purchase of land or other fixed assets, land use changes, or land limitations due to a project. (Source: Adapted from World Bank, 2021)

Underprivileged and homeless citizens - refers to UDHA recipients and individuals or families living in urban or urbanized areas who do not own housing facilities and whose individual or combined family income is below the National Economic and Development Authority's definition of poverty. Included are people without tenure security and those who reside in temporary housing.

CHAPTER II

REVIEW OF THE LITERATURE AND THEORETICAL FRAMEWORK

Involuntary Resettlement Sourcebook: Planning and Implementation

The article on Involuntary Resettlement Sourcebook: Planning and Implementation in Development Projects highlights the means to handle the challenges of resettling involuntarily displaced people. It is the critical resource in the Journal of Contemporary African Studies titled “Displacement and Resettlement in Tanzania’s rural electrification program: a critical analysis” (2020), using the sourcebook to guide resettlement projects that are conducted in a fair and sustainable manner. A critical aspect of this process is evaluating how the project affects the impacted communities. This evaluation aims to recognize any possible adverse effects the project may have on individuals and establish suitable measures to decrease or eliminate those effects.

A recommended approach for conducting the evaluation is to involve the impacted communities in a participatory process. The process should be transparent and information should be provided to the communities in a clear and understandable manner. It should consider the social, economic, and the project’s effects on culture, such as the impact on people’s means of living, access to services, social networks, and cultural heritage.

It is essential to recognize vulnerable populations, such as women, children, older people, and people with disabilities, whom the project may unequally impact during the evaluation. Therefore, these groups should be given special consideration in developing mitigation measures.

Before the project is implemented, it was highlighted that an assessment should be done so that the project design can integrate suitable measures to minimize the negative impacts during the assessment process. In addition, the evaluation should be regularly updated during the project cycle to confirm the mitigation measures’ effectiveness and recognize any novel effects that may emerge.

Assessing impacts on affected communities is a critical component of involuntary resettlement programs. It is essential to ensure that the project benefits are distributed fairly and that adverse effects are minimized.

The relevance of this study contributes to the identification and evaluation of how the project affects the communities impacted, especially in the implementation of the Davao Public Transport Modernization Project (DPTMP).

Performance Standards on Environmental and Social Sustainability

The International Finance Corporation (IFC) promulgated the Performance Standards on Environmental and Social Sustainability. It established specific policies and procedures to manage the land acquisition and the relocation of people against their will that might happen due to the projects it funds. This is widely used as a critical resource in understanding best practices in managing involuntary resettlement. One best example is an article in the International Journal of Water Resources Development titled “Assessing involuntary resettlement challenges in large-scale irrigation schemes: the case of the Kandadji dam in Niger” (2021). The policies and procedures are designed to guarantee that individuals impacted by the project receive fair compensation for any losses they may face and that their means of living are reinstated or improved.

When a project the IFC funds need to acquire land or relocate people against their will, they usually follow these steps:

1. Social and Environmental Assessment: The IFC mandates that project indicators perform a Social and Environmental Assessment (SEA) to recognize any potential effects of the project on the impacted individuals and

their communities. The SEA should incorporate a Resettlement Action Plan (RAP) that specifies the steps that will be taken to reduce or eliminate any adverse effects on individuals impacted by the project.

2. **Engagement with Affected Persons:** The IFC mandates that project initiators involve impacted individuals and their communities throughout the project process. This engagement must be culturally appropriate, gender-sensitive, and involve consultations with affected persons and their representatives.

3. **Compensation for Losses:** The IFC mandates that project initiators compensate individuals impacted by project-related land acquisition or involuntary resettlement for any damages they may face. The compensation should correspond to the market value of the assets and properties the affected individuals may lose, such as land, buildings, crops, trees, and other physical assets. It should also include the relocation expenses, any temporary housing costs, and the expenses required to reinstate their means of living.

4. **Livelihood Restoration:** The IFC requires that project initiators assist individuals impacted by the project to enhance their living conditions and restore their means of living. This assistance may involve skills training, job placement services, access to credit and other financial services, and support with relocation.

5. **Monitoring and Evaluation:** The IFC requires project proponents to regularly assess and evaluate their resettlement plans' effectiveness and report on resettlement activities' status. The evaluation should involve assessing the resettlement's social and economic effects on impacted individuals and their communities.

Overall, the IFC's regulations and protocols concerning land acquisition and involuntary resettlement ensure that individuals impacted by the project receive adequate compensation for any damages they may experience and that their livelihoods are restored and improved. The IFC also emphasizes the importance of engaging with affected persons throughout the project cycle and providing ongoing support to help them adapt to any changes resulting from the project. The relevance of the IFC's policies and procedures as the standards are instrumental, especially in assessing the affected communities in implementing DPTMP.

Governing Law on Resettlement

Republic Act No. 10752 (The Right of Way Act, 2015) and its Implementing Rules and Regulations provide the comprehensive procedure for acquiring the right-of-way and site of the location for national government projects. This law is the primary legal basis for the fair and just systems to compensate private landowners and informal settlers for their involuntary displacement due to the implementation of national high-priority infrastructure projects.

The DENR Administrative Order No. 2003-30, known as the Implementing Rules and Regulations (IRR) for the Philippine Environmental Impact Statement (EIS) System, requires a proponent to evaluate the immediate and long-term effects of the proposed project on both the physical and human environment. Furthermore, it is a requirement that a timely and participatory process of consultations with project-affected persons is conducted to cover issues that the host community may have.

Theory Base

Homans' (1961) Social Exchange Theory posits that individuals evaluate an action or project's expected costs and benefits before making a decision. This theory suggests that individuals engage in social interactions with others with the anticipation of receiving valued rewards or outcomes while bearing some costs. This theoretical framework has been adopted in analyzing the conduct of organizations and communities.

The individuals affected by the implementation of DPTMP may view the advantages of modernization as surpassing the drawbacks. The theory also underscores the significance of fairness and equity in social exchanges, as people typically seek just treatment and anticipate rewards that are commensurate with the costs they bear. When the costs and benefits of an exchange are perceived to be unfair or inequitable, people may choose to terminate or modify the exchange.

Another theory that affects the perception of the affected persons by DPTMP is the Diffusion of Innovation Theory coined by sociologist Everett Rogers (1962). According to the theory, people's adoption of new technologies or practices is influenced by various factors such as the perceived benefits in comparison to the current situation, how

well it fits with their existing norms and values, the level of complexity, the opportunity to try it out, and how visible the results are.

People affected by the DPTMP are more likely to support the project if they observe the benefits of modernization to outweigh the costs and if the project aligns with their existing norms and values, is easy to understand and try out, and can be seen in action.

Conceptual Framework

To understand the perception of people affected by the implementation of the DPTMP, it is essential to consider the factors that affect it. This includes providing information about the DPTMP, its current state, the reason behind the modernization, and information about the affected persons, including their demographic characteristics, socio-economic status, and previous experiences with public transportation.

To effectively carry out the DPTMP, those affected must clearly understand the details of the modernization process. This includes information on the timeline, the key stakeholders involved, and the specific alterations that will be made to the transportation system. In addition, communication strategies outlining how these changes will be disseminated to those impacted must also be provided.

On the level of perception, the affected persons' understanding of the Davao City transport modernization efforts includes their attitudes toward the changes, their satisfaction with the new system, and any concerns or criticisms they may have.

The policy implications of modernization efforts should also be identified. This includes considerations of equity, access, and the role of public transportation in the economic and social context, as perceived by affected persons and communities. It would also consider how lessons from experience could be applied to other public transportation systems in the Philippines.

According to Lian et al. (Processes 2022, 10, 225), "The governance of involuntary resettlement risk is driven by project owners, lending institutions, and state power and can be regarded as an engineering, social, and political practice, as shown in the conceptual framework above.



Fig. 1 - Basic Structure of the Governance of Involuntary Resettlement Risk. Source: Lian et.al.

Research Assumptions

The public is already aware of the several benefits of the proposed changes to the existing transportation system. This development will result in a more progressive community, particularly regarding socio-economic growth, improved road safety, an inclusive public transportation system, and manageable traffic flow. These positive impacts will be experienced firsthand by the public commuters who stand to benefit directly from these developments. Conversely,

those directly affected, such as the ISFs, are likely to express discontent and uncertainty regarding the anticipated impacts of the DPTMP.

Research Hypothesis

The group of commuters who express their excitement and happiness for the coming public transport modernization is most likely the people who will benefit directly from this progress. While those groups of people who are disturbed from their comfort zone and will be displaced from their current houses and community are most likely unsatisfied. While this research will be conducted using the available tools, such as Detailed Measurement Survey (DMS), the expectation will be that all structures and livelihoods of the underprivileged and homeless citizens will be identified and shall be compensated by the project proponent.

CHAPTER III METHODOLOGY

Method Used

The study had used the qualitative method as the tools for our research works. Phenomenological inquiry is a qualitative procedure in which the researchers describe the lives of the respondents, gathering their thoughts and perceptions. According to Hammod (2021) of the University of Warwick, a phenomenological approach is interested in the subjectivity of the observer but it need not be confined to the level of the individual. Phenomenologists seek to describe that experience, and this goal sets it apart from more causal / positivist approaches to social research, particularly behavioral psychology, and from explanatory general theory such as marxism and functionalism. Like other concepts in social theory phenomenology is a broad term and covers a varied tradition. This tradition is often seen as rooted in the work of the German philosopher Edmund Husserl 1859 – 1938 though of course Husserl was himself influenced by earlier thinkers. The phenomenological tradition continued, albeit in very different directions, by writers such as Heidegger, Sartre and Derrida.

Sources of Data

Phenomenology research approach is the main tool in gathering data in this study using the DMS wherein (10) ISF's of the projected affected sites are being interviewed from the (3) Barangays namely Barangay Bato, Toril District, Barangay Catalunan Pequeño, Talomo District and Barangay Km-12 Panacan, Bunawan District.

Data Gathering Instrument

Data were collected through one-on-one interviews using their dialects conducted in the respondent's place. To explore the impact of the implementation of the DPTMP on the perception of the PAP's, the interview instrument is a questionnaire with demographic details and predetermined open-ended questions. The questions are designed to elicit information about the participants' perception of the project, the benefits and costs of the project, and their experience with the project. In addition, Detailed Measurement Survey (DMS) data will be collected from the three project sites.

Sampling Techniques

During the field interview, the researchers brought the hard copy of the ten questionnaires intended for the ten respondents. The one-on-one question has been conducted at the residential houses of these ISF's. The questionnaires

IJETRM

International Journal of Engineering Technology Research & Management

are written in an English language and were translated by the researchers in Visayan dialect during the actual interviews. The ISF's answers were in Bisaya and tabulated in Appendix 1 with Bisaya and English transcription.

Procedure of the Study

As the study conducted in the field wherein the ISF's are located, the researchers then the project proponent representative for the validation of the correctness of the names of the ISF's. All answered questionnaires have been counter-signed and validated with the DOTr PMO - Project Development Officer II.

Ethical Considerations

The names of the (10) ISF's will not be used in the thesis paper. The researcher will obtain informed consent from the participants, and they will be notified of their right to refuse to answer any question at any time during the interview. The confidentiality and privacy of the participants name and other personal information will be maintained at all times.

CHAPTER IV PRESENTATION, ANALYSIS, AND INTERPRETATION OF DATA

This chapter, the researchers used the phenomenological queries to the ISF's in obtaining their perception of the project and how it will affect their lives. The meaningful consultation through face to face interviews have been conducted to the non-landowners. Each respondent shared their concerns and issues which were tabulated in Appendix 1.

Analyzing the Project Social Impact

The 100% phasing out of public utility jeepneys in Davao City will eventually give a significant impact in the society. More so on the directly affected people such as the jeepney drivers, ambulant vendors, mechanic repair shop workers, landowners and the informal settlers that will be displaced from their current location in which will be the proposed bus terminals, depots, driving schools and bus stops.

The marginally affected persons were the main subject of this research. The issue on the rehabilitation and what are the relocation plans that the project proponents are preparing for ISF's. In particular, the area at Barangay Bato, Toril District with respondent ID No.: 007 BrgyBato Toril, had shared his sentiments.

“Ang looy gyud kaming mga maapektuhan sa project nga mapapahawa sa lugar.”

“ We are the poor people who will be affected and displaced because of the project”

The respondent also added that if there will be assistance from the government, they really prefer a place where they can live and will be away from the fear of being displaced anytime due to their illegal settling place.

“ Wala na me kapoy-an, mao na among kahadlok.”

“ Our fear is if we do not have a place to live.”

In terms of livelihood restoration and assistance, the respondent also expressed their hardship of getting a permanent job.

“Pobre ra intawonn me Maam, akong asawa security o lady guard; ako extra-extra lang pod sa construction. Unta matagaan me ug gamay nga ayuda pang negosyo.”

“We are only poor Maam, my wife is a security or lady guard; while I work as a part-time construction worker. Our hope is to get financial help to start a small business.”

These ISF's in general had already set some expectations from the government since DPTMP is a national government project and LGU will be the implementing agency. Starting from June 2021, the DOTr PMO already conducted project

consultation meetings with these PAP's in which the respondent 007 BrgyBato Toril is also present in those activities. On that forum, DOTr explained and informed them on the possible effects brought by the project and what are the help and solutions that will be given to the PAP's.

"Ayuda Maam pang negosyo."

"Financial help Maam, for a small business"

To understand the project, from the proponents to the stakeholders and project affected persons, the chart below explains the details according to its components, as shown on Figure 2.

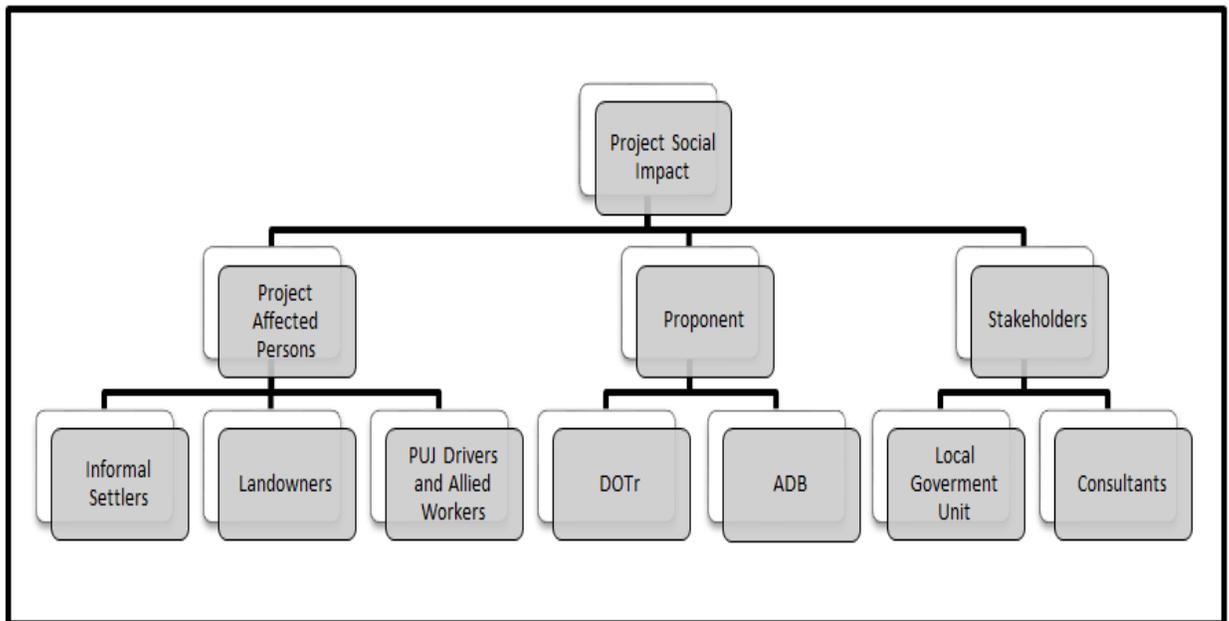


Fig. 2 - Project Social Impact Figure. Source: Own Research

Expectations and Validation towards the Project

The project proponent set a standard of severity to assess the impact of the projects in every sector of the community. In which 20% are set for the PAP's within the agricultural and commercial land wherein the remaining area from the affected property becomes economically unviable. While 10% are set for the severity of the affected households who lose profit from their total yearly income in all sources due to the project. Setting this standard, the data has now been drawn from the expectations of the ISF's towards getting assistance from the government as the proponent of this project. The validation of ISF's expectations were based on the ADB's standard for Resettlement Plan, as the loan grantor to the proponent. As per ADB's Standard for Involuntary Resettlement, "ADB's involuntary resettlement safeguards aim to avoid involuntary resettlement wherever possible; to minimize involuntary resettlement by exploring project and design alternatives; to enhance, or at least restore, the livelihoods of all displaced persons in real

terms relative to pre-project levels; and to improve the standards of living of the displaced poor and other vulnerable groups.”

Citing the statement from the respondent with ID No.: 001_BrgyBato_Toril to which;

“Mas gusto nako nga naa koy saktong trabaho. Kong matagaan unta kog panginabuhian nga regular o gamay nga capital pang negosyo, mas labing maayo.”

“I would prefer a decent job. If I am given a permanent job or a small capital for a small business, it will be better.”

Adhering to the said standard, public consultation has been conducted by the DOTr PMO. The goal of the consultation meeting is to get the exact situation and status of the ISF's and what are their needs. From that level, the DOTr PMO were able to profiled the compensation and entitlements to be given to the ISF's such as socialize housing for the relocation of these affected households, livelihood restoration program, income restoration assistance, educational assistance and other non-financial benefits.

Interpretation of Data

The researchers' questions for the field survey tools are drawn from the Statement of the Problem. Emerging answers, wherein the transcription from the (10) respondents are tabulated in Appendix 1, the results have been interpreted as follows:

1. Marginally affected persons: There 8 out of 10 respondents answered of being displaced as they considered themselves as the marginally affected person. While 1 out of 10 responded that their life will be worse if not been given help; and 1 out 10 opted not to respond.
2. Requested Assistance Needed from the government: 8 out 10 requested for livelihood restoration and job replacement. While 2 out 10 requested job assistance and college scholarship for their children.
3. How the project affects their aspirations: 8 out of 10 are happy and hopeful that because of the project, they will be relocated into their own permanent home. While 2 out of 10 are positive because of the public transportation development in the city wherein they too will be included in those changes.
4. Biggest worry or fear brought by this project: 6 out of 10 have a fear of being displaced and looking for assistance for their relocation when their landlord asks them to leave the place. While 4 out of 10 also express

their worries that the project will be pushed through and they will be displaced yet no assistance given as promised by the government.

- Rating of Project efficiency from the ISF's point of view: From the rating of 1 to 10, as 1 is the lowest and 10 is the highest, there were 5 out of 10 rate the project to (8). While 4 out of 10 rate as (9), and 1 out of 10 rate as (8 becomes 10) on the condition if the project will come to happen.

With these findings, the researchers drew the implication that there will be a big gap if the promised compensations and entitlements for these ISF's will not be delivered accordingly. The expectations and the help that they needed, the worries and fears and even their aspirations has been concluded. The chart below summarizes the interpretations.

To better understand the transcription of data, the responses are tabulated in a chart below.

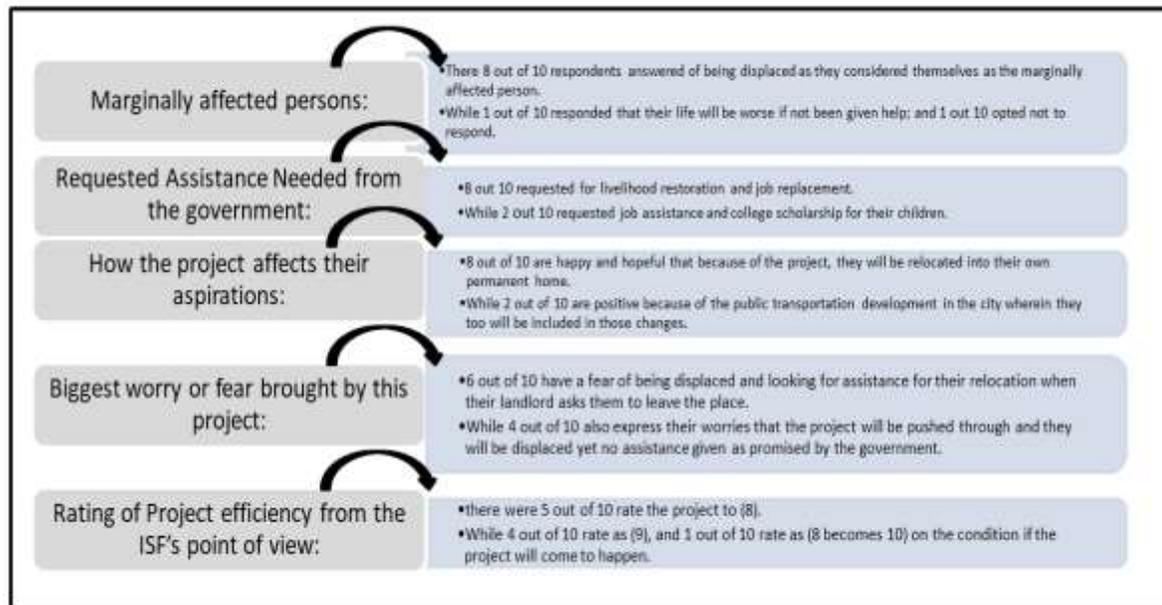


Fig. 3 - Data Interpretation Chart. Source: Own Research

As the guidelines of ADB, these benefits shall be given and are ready before these ISF's will be displaced and relocated prior to the project civil works start. It is anticipated that when the expectations of these ISF's will not be met, there will be grievances and obvious social imbalance. A grounds for ADB's withdrawal to the project. And when the project is terminated, a bigger social and economic negative impact will eventually happen.

The practical application of these findings is to ensure that the ISF's will get its full benefits and entitlement, that they will be compensated due to the inconvenience brought as a marginally affected persons in this project. The usage of these data will be a guide for giving assistance to these ISF's when grievances will arise in the future.

While we are addressing the possible gap on this project between these ISF's and the project proponent when the project takes place; we are also stating here that the conditions of our findings are limited to the ISF's from the (3) Barangays only. Any future displacements beyond these areas will not be treated in a similar approach to these respondents since every individual is unique considering the factors of where the community they belong, household profile that refers to the number of vulnerable members, employment status and educational background.

While ADB as the loan grantor has also conducted their own research study for the whole project as their Resettlement Plan, the researcher also attest that there will be similarity on the research tools such as DMS, wherein the researcher used the civil survey Map to locate the exact location of the ISF's in order to avoid wrong respondents. The researchers also seek validation from DOTr PMO that the names of the respondents are truthfully one of the ISF's of the DPTMP

project, which has been counter signed by the DOTr PMO - Project Development Officer II in every questionnaire after being answered by our ISF's.

CHAPTER V

SUMMARY, CONCLUSION AND RECOMMENDATION

Summary

Every development in a community has always had a positive and negative impact. If we are implementing development that comes with building infrastructure, introduction of high technology transportation and information technology advancement, there will always be impacts to the environment, economy and society that vary in its severity levels. Here in this study, we had identified that the PAP's have several sectors, and among those sector ISF's are the severely impacted people.

The respondents were interviewed through a one-on-one interview and the researcher wrote the responses right in front during the interview. After gathering the responses from the (10) participants, the researchers transcribed the data then organized the segment through a chart as a visual presentation.

Through these findings, the researchers have identified the gaps that can possibly occur during the project implementation and how these results will help as a guide to the future grievances if there will be one or more to arise.

Conclusion

After the data analysis, the researchers concluded that the development entails positive and negative impacts, whereas the negative impacts needed mitigation to resolve such problems. Implying ways on resolving issues such as security of residential places and the uncertainty of getting a livelihood once displaced and being relocated to the resettlement area. And resolving these issues are a community concern. This means that the community wherein they will be resettled has a big impact for their fast adaptation to the new environment and recovery from uncertainty that they are facing.

Recommendation

After the research data has been processed, the following are the recommendations for addressing the ISF's concerns during the DPTMP project implementation.

First, non-government monitoring. A third party entity to monitor the transition period of the ISF such as the Non-government Organizations (NGO's). This is to ensure that there will be no grievance between the ISF's and the project proponent, project monitoring from the loan grantor and Non-government sectors should be present. This is to counter check the accountability of the compliance to the set standard by ADB.

Second, community involvement. The community wherein they will be resettled should be educated through a series of focus group discussion and public orientation to inform them on how these ISF's be treated for their fast adaptation to their new environment. This means that the project proponent will also include the Barangay LGU of the relocation site by giving them financial budget and professional assistance on training and capacitating the officials to address issues and concerns that will arise during the transition period. An estimated 12 months of recovery program is recommended.

Lastly, since grievance redress mechanism is part of the ADB standard, the project proponent already had set-up the tools for easy access of the PAP's. And to strengthen the process, the researcher advises a social media platform that

IJETRM

International Journal of Engineering Technology Research & Management

will be dedicated for the PAP's, so that there will be live interactions, comments, and updates on a daily basis during the transition period of resettlement.

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