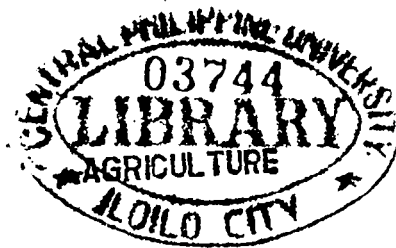


MAR 12 1964

AN IMPACT STUDY ON THE BUENAVISTA WHARF  
ROAD PROJECT IN GUIMARAS

Submitted to the  
Regional Development Council  
Region VI, Iloilo City



by

Fely P. David

Rosario D. Calubiran

PICRAD Researchers (CPU)

## Section 1

### INTRODUCTION

In developing countries like the Philippines, it is inevitable to speak of roads when one speaks of development. An improved road is one indicator of improved economy of the populace. Roads serve a number of people in many ways. For instance, from the medical point of view, roads would enable more sick people to avail of better and immediate health facilities and attention. To laborers, it could provide them additional sources of income through employment, while for engineers, it could be a showcase of their ingenuity or inventive ability. To the farmers and all those involved in food production, roads are vital assets of production. Roads could facilitate transportation of inputs and produce, and could make extension services more accessible for the farmers. Marketing of their produce could be improved, since they could already bring them to marketing outlets where they could get fair price, rather than wait for middlemen in the field or in their own barangay to buy their produce. With middlemen, they could not demand for fair price because of lack of competition.

It is expected that because of improved road, there will be increased mobility and transport savings for the residents. The road is also expected to open new areas for agricultural, residential, industrial and commercial development

## The Project

The Buenavista Wharf Road Project starts at the base of the Buenavista Wharf located in Barangay Sto. Rosario, Buenavista Sub-province of Guimaras. The construction of the road was made possible under the able leadership of Lieutenant Douglas McArthur in 1903, while on duty with the U.S. Corp of Engineers. The road was previously asphalted, but had already deteriorated and has become dusty during the dry season and sticky during the wet season. This condition of the road prompted the Provincial Government of Iloilo and the Municipal Government of Buenavista to launch jointly a project for the improvement of the Wharf Road.

The improvement of the road was initiated by the Provincial Government with an appropriation of ₱70,000 for the cementing of 320 meters of road which was to be 8 meters wide and one foot thick. However, for some reasons or another, the amount did not suffice to complete the desired length of the road, so the Provincial Government of Iloilo appropriated an additional amount of ₱50,000, and the Municipal Government of Buenavista gave a counterpart of another ₱50,000. Due to the increase in funding, another 50 meters was added to the completed improved road.

The Wharf Road Project has for its objective the cementing of existing deteriorated asphalt Buenavista Wharf Road in order to increase mobility, reduce transportation cost, increase savings, open new area for agricultural, residential, industrial

and commercial development, increase school participation, improve extension services, increase employment opportunities and consequently increase the income of the residents of the area. This means that with the completion and improvement of the Wharf Road, social and economic upliftment of the people of the area will be achieved.

Whether the objective and the expected effects and impact of the project are being attained or not is the subject of this investigation and an earlier baseline study.

#### The Baseline Study

In 1980, a baseline study was designed and conducted with the objective of gathering baseline information on the socioeconomic condition of the beneficiaries of the project. It further aimed to determine the social conditions of the beneficiaries in terms of housing and housing facilities, organizational participation, level of aspiration and education; and their economic condition in terms of income, and agricultural aspects. The study was conducted by the Provincial Development Staff of Iloilo, and the results were submitted to the Regional Development Council, Region VI, Iloilo City.

#### The Impact Study

This present investigation is, in the general plan of the ESIA/WID Project, phase two of the Monitoring and Evaluation Activities of the development projects of the program. The impact study was designed and conducted in order to generate

data on impact indicators, which were also studied in the baseline, the analysis of which will serve as basis for making assessment of the impact of the project on its influence areas and on regional goals in general. Moreover, the study intended to describe the socioeconomic status of the respondents and their households and the profile of the project in terms of inputs and benefits.

More specifically, the study hopes to answer the following questions:

1. What are the profile of the project in terms of inputs, such as funding, manpower, construction materials, and equipment used?

2. What is the socioeconomic profile of the respondents and their household in terms of their sex, age, civil status, education, income, sources of income, aspiration, expenditures and level of living?

3. What are the facilities and services availed by the respondents?

4. What are the benefits derived by the respondents from the project?

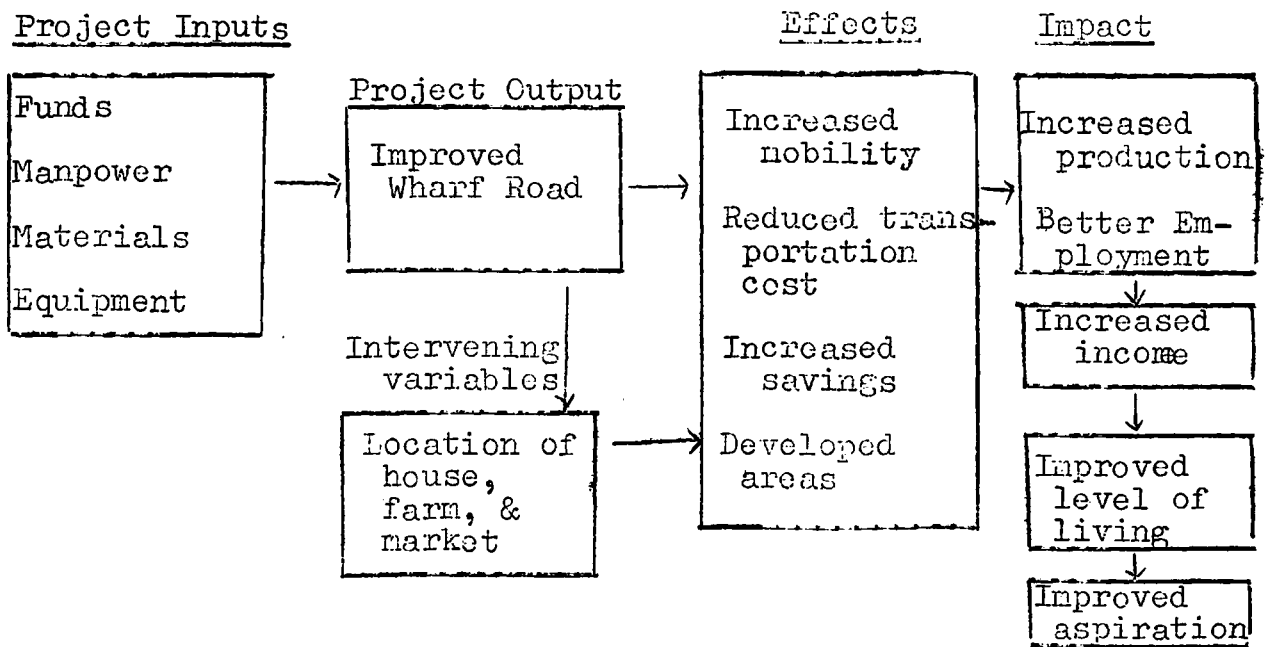
5. Are there existing association between selected impact indicators and certain characteristics of the project and the respondents?

### Conceptual Framework

With the completion of the improvement of the Wharf Road in Buenavista which can only be attained with adequate inputs, various effects and impacts are expected to be

achieved for the beneficiaries of the project. It is expected that with the project completed, mobility of the people will be increased, transport costs will be reduced, new areas for development will be opened, and savings of the people will be enhanced. These effects, however, could still be influenced by some factors which may intervene in their attainment. Once attained, these effects are hoped to produce impact on the beneficiaries' production, employment and consequently on their income, level of living and/or level of aspiration. The expectation is that, with the completion of this project, positive effects would result and eventually, the socioeconomic condition of the people in the area would also improve. The above concept is illustrated in the schematic presentation in Figure 1.

Figure 1. Conceptual Framework



### Scope of the Study

This study covers the whole municipality of Buenavista. Three purposively selected barangays were included in the survey areas and their selection was based on their distance from the wharf road. One of them is Sto. Rosario, the barangay nearest the road, then Avila, the barangay between the nearest and the farthest barangays, and finally, Buclaran, the farthest barangay from the wharf road. The analysis considered these three barangays as control, with the assumption that effects and impacts of the road would vary according to the respondents' distance from the road. There were 291 household heads interviewed for this study. They were proportionately sampled from a complete household list of each of the three barangays.

### Organization of the Report

This report is organized and developed into four major sections, namely; Introduction, which includes the justification for the impact study, the background of the project, objectives of the study and the coverage of the investigation; Methodology; Results and Discussion, and finally the Summary and Conclusion. The result of an additional survey of key informants is added in the appendix of the report.