

## **THE NON-FORMAL PEACE EDUCATION IN THE STREET: EXPERIENCE OF *HABAL-HABAL* DRIVERS IN COTABATO CITY, PHILIPPINES**

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### **ABSTRACT**

The study was aimed to address the issue of low level of education in Cotabato City specifically the *habal-habal* drivers when they are performing their occupation in Cotabato City. The study utilized both qualitative and quantitative design. The respondents of the study were the *habal-habal* drivers in Cotabato City, Philippines.

Interview guide questionnaire which is composed of four parts to elicit responses from the respondents. In the collection of data, purposive sampling technique was employed with the assistance of the barangay chairman and dispatcher who recommended the respondents of the study.

**Keywords:** *Habal-habal Drivers, Non-Formal Peace Education*

### **I. Introduction**

Cotabato City emerged as the 4<sup>th</sup> most competitive component city in the entire Philippines. It has been known as the center seat of economy of surrounding municipalities such as Maguindanao, Sultan Kudarat and Cotabato City.

The increase in the number cases of low of education and poverty incidents in Cotabato City has been linked to the problem on displacements in the previous years. The occurrence of human induced activities also added to unfavourable economic conditions of poor sectors of the present society. Many surveys have found out that majority of these displaced families had stayed in the cities to find most instant means of survival. One of which sectors are the fathers of the families whose activity is driving single motorcycle in the corners of the streets in Cotabato City.

#### ***Statement of the Problem***

The main purpose of the study was to determine the needed skills and knowledge through life peace experiences of the *habal-habal* drivers including their roles to play in terms of peace building and why they are pursuing to have this occupation. The study sought to find answer to the following research problems:

- a. What is the socio-demographic profile of the *habal-habal* drivers in terms of age, gender, educational attainment?
- b. What are their notions on peace education through non formal education viz-a-viz their life experiences?
- c. How do they used the knowledge taught to them in their occupation?
- d. Why do these drivers prefer to choose the occupation?
- e. What are the common problems encountered by the drivers?

## **II. Method**

This research used both qualitative and quantitative design. Quantitative research design was used in the first part of the questionnaire. It described who these *habal-habal* drivers are. The second part of the questionnaire was a descriptive method. It was designed to determine the real situation and concepts of peace education of the *habal-habal* drivers through interviewing the respondents and collect the demographic data of the drivers in Cotabato City.

As described in the vicinity map of the barangays in Cotabato City, there were 37 barangays in Cotabato City that has many terminals due to various big schools were situated.

The collection of data used was purposive sampling techniques. Respondents were chosen with the assistance of the Barangay chairman and the dispatcher who recommended the respondents of the study. 100 selected *habal-habal* drivers were interviewed to supplement the gathered data.

An interview guide for drivers composed of 4 parts. Part I Socio Demographic Profile, Part II Non Formal Peace Education Experiences, Part III Respondents Reason Role in peace building for choosing the occupation, Part IV Common Problems Encountered.

The researcher sent letter to the local chief executive and barangay officials of Cotabato City for the purpose of conducting interview to the drivers in their barangay. It included also the data gathering and preparation of all materials needed for the collection of data. The second stage was the data collection proper, gathered from the interviews and the researcher's instrument.

There were two approaches used in analyzing and interpreting the data. The quantitative approach used in the analysis of data resulting from the survey questionnaire. The statistical tool used was the frequency count; this was used to summarize the answers and responses of the respondents on Part A survey questionnaire. On the other hand, qualitative approach was used in analyzing and interpreting the data on survey questionnaire on Part B, C, and D. In this statistical tool, the researcher used qualitative method in the interpretation of the data.

### **III. Result and Discussion**

#### ***Socio Demographic Profile***

The findings show that all the respondents are male ranging from ages of 15-40 years old.

#### ***Concepts of Peace through Life Experience***

The findings shown in the gathered data from interview on how long the respondents have been staying in the street shows that, 5 years is the highest and most of them are came from neighboring municipalities in Cotabato City. Majority of the respondents defined peace through the following: More income collection for daily sustenance of their families, absence of carnappers and hold uppers, and maintaining good physical condition.

It was described by them that they were happy because of income they earned during the day. These issues were raised during the informal story telling in the terminal conducted by the researcher.

#### ***Skills Acquired Used in their Occupation***

The most important knowledge they gained from non-formal training in the terminals are the following first, **conflict resolution** they were able to manage small disputes within their barangays, second, **personality development** through this they learned to adjust in complicated environment they are working especially the passengers they encountered, and lastly basic economics owned the motorbikes they used in driving and no longer renting.

### ***Respondents' role in peace building and Reasons for choosing the occupation.***

As driver, there were times they can contribute to peace building, they formed an organization to contribute to the peace and order such as if there are stealing and other untoward incidents they help running before those perpetrators, assisting children to go to schools on time, bringing elders to their homes directly. The finding shows in the interview gathered the main reason for them to choose work being driver was they were satisfied of the earnings for the consumption of their families.

### ***Common Problems Encountered.***

The finding shows in the interview with regard to the common problem encountered by the drivers were car napping, murder, hold upping, and some are financial due to payment of their motorcycles. In addition, some residents treated them unethically because of the perceptions that drivers are just driver and belonged to low class citizen in the city.

## **IV. Conclusion**

Based on the findings of the study, the conclusion is drawn as follows:

1. The *habal-habal* drivers were determined of their occupation even they were put into danger during driving.
2. Majority of the drivers were from poor families.
3. These drivers encountered harassment by organized syndicates in the city.
4. The drivers agreed to have their contribution in propagating peace in the barangay using the knowledge learned from the non-formal education conducted in the *barangay*.

Based on the findings of the study, the recommendation is drawn as follows:

1. The city government of Cotabato should provide assistance for the *habal-habal* drivers for economic sustainability.

2. That law enforcers should establish some mechanisms to protect the lives of the *habal-habal* drivers.
3. Formation of *Habal-Habal* Drivers Peace Educators and Advocates.
4. Institutionalize the said occupation by providing licenses and papers for sustainability. and;
5. The Non-Government Organization should implement projects such as peace building trainings cum livelihood activities.

## V. References

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