Urban – urban Migration: Experiences of Cebuano Migrants in Metro Manila

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Abstract

Metro Cebu and Metro Manila are the two largest highly urbanized areas in the Philippines. This paper provides the causality of migration by Cebuano migrants in Metro Manila and their bases to stay longer despite the fact that they came from another highly urbanized area. Through the years, migrants have also been dwelling with several dilemmas in Metro Manila. The differences of the two highly urbanized areas in the Philippines were distinguished through migrants' experiences and observations. This study applied qualitative research in a descriptive case study design. Secondary data were used to suffice the representativeness of the participants' claims. Furthermore, the data of the study had explained that migration may be viewed as a process to satisfy the needs of Cebuano migrants. It was found that the push factors were few opportunities and low salary rate in the place of origin while the pull factors were the influence made by their overseas family members and encouragement from a relative who had a migration history. Interestingly, there is a recurring pattern of migration since Cebuano migrants became the pull factors of their other relatives. They also revealed some socio-economic disparities between the two highly urbanized areas in the Philippines and an environmental stressor. The unique experiences of the Cebuano migrants were caused by the push and pull factors that led them to move to Metro Manila. They represented dynamism as how people show competitiveness in dealing with daily challenges in order to project quality of life.

Keywords**:** *urban – urban migration, Cebuano migrants, internal migration, metropolitan area, highly-urbanized, socio-economic disparity*

1. Introduction

The intrinsic dimension of social and economic development is through the process of urbanization; internal migration remains the main driver of rapid urbanization in the country. The socio-economic inequality between rural and urban areas is becoming more as the Philippines goes through the process of urbanization. There is a positive and negative implication of migration when it comes to economic, social, and environmental aspect. There is a need to understand the internal migration experiences of the different migrants who came from a highly urbanized area and their migration patterns and factors to promote a more balanced spatial distribution of the population by promoting certain policy to enrich an equitable and ecologically sustainable development of huge sending and receiving areas.

The Commission on Population conducted a rapid appraisal of the factors of internal migration in September to November, 2014 that looked into existing patterns and trends of Filipino mobility and the prevailing factors associated with decisions to migrate and decision to stay in their respective locality. Their study revealed that there were around 2.9 million Filipinos who moved within the period of 2005-2010 and there were 1.4 million or 50.4% long-distance movers or people who lived in a different province in 2005. Region IVA is the most preferred area of migrants with 28% of long distance movers. Metro Manila has 20% and Region III has 13 % of the long distance movers. People who lived in 2005 in a different city or municipality but within the same province accounted for 45.4%. In 2007-2010, there was an increase of urban population growth in the Philippines with an average of 45% annually. Thirteen percent or 5,697 barangays in 2010 were classified as urban. Majority of them or 64.8% have a population size of at least 5,000. Most of the migrants or 52% are in working age (20-39) and 46% of them are unmarried. In addition, they were at least high school graduate or 24% and 75% were employed.

The present paper provides the causality of migration by the Cebuano migrants in Metro Manila and their bases to stay longer despite the stressors they encountered in the said metro. Various reasons have emerged from the migrants that greatly contribute to the development of internal migration in the Philippines. Through the years, migrants have also been dwelling with several dilemmas in Metro Manila. Cebuano migrants revealed some socio-economic disparity between the two highly urbanized areas in the Philippines – Metro Cebu and Metro Manila.

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2. Objectives

This study aims to identify causation of the Cebuanos' migration, that are coming from Metro Cebu as their place of origin, to another highly urbanized area, which is Metro Manila. In addition, their experiences, i.e., their dilemma while dwelling in the receiving area and observations that gives a comparison to the two metropolitan areas.

3. Materials and methods

Driven by the purpose of surfacing the experiences of the Cebuano migrants, this study was employed on qualitative approach to research in a descriptive case study design. The participants of this study were gathered based on purposive sampling technique. Three participants were recruited to participate in an in-depth interview for this case study. Notably, a case study is designed of inquiry found in many fields in which the researcher develops an in – depth analysis of case from one or more individuals (Stake, 1995; Yin, 2009, 2012 as cited in Creswell, 2013). A very small sample can produce a study with depth and significance (Charmaz, 2012; Baker & Edwards, 2012). Criteria for the selection include the following: (1) in-migrants which pertain to Filipinos who migrated from one city to another; (2) migrants who have lived in Metro Manila since 2010. Their length of residency can substantiate their cause of mobility and they could reveal salient experiences while settling in the metro; (3) with permanent residence; (4) availability and willingness of the research expert to be interviewed.

The key informants of this study were of ages eighteen to fifty – six years old. The identity of the participants was given utmost confidentiality. *Participant A* is a college student who had lived in Metro Manila since 2010. *Participant B* is a nurse profession turned call center agent who had lived in the Metro since 2011 and *Participant C* is a plain housewife that had lived in Metro Manila since 2011. These various statuses of the Cebuano migrants justify their various causes to migrate which are the primary purpose of this study. Their collective insights elucidate their representativeness of the nature of this case study. Speaking of representativeness, secondary data were used to explain and justify the claims of the participants. In a case study, Creswell (2013) elaborated that the use of variety data collection procedure must also be collected to support the claims of the key informants. Their claims may not generalize all the Cebuano migrants in Metro Manila, but their contribution sufficed the theoretical perspective of this study. This was explained by Bryman (2012) that the findings of qualitative research are to generalize to theory rather than to population.

This study was comprised of the actual in-depth interview with the participants. The interview was done based on their availability and in the place identified by them to ensure good atmosphere and thus to establish rapport and trust. Probing questions were also raised after key questions were asked. Each interview lasted for an hour and scheduled another session for interview to strengthen the data and better analysis. For data analysis, recorded interviews were transcribed to create appropriate codes. The codes were categorized to construct themes. The consistency of the transcription and interpretation from this study were verified individually by the participants to be assured of truthfulness of the data reported.

4. Results and Discussion

Push and Pull: Causation of Mobility of Cebuano Migrants

Manila is not only the economic and political core of the Philippines but it is also the center of educational development. Manila has the most number of public and private schools as well as the best and the most number of colleges and universities (Basa, Guzman, and Villamil, 2009).

The participants of this study had migrated to Metro Manila mainly due to education. *Participant A* had migrated since 2010 due to educational sponsorship by his relatives to study in Manila.

> "My aunt, my mother's cousin, encouraged me to go here. She will sponsor my education until college. I moved here since 2010 and I was first year high school that time."

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At the age of 12, due to his parents' financial incapacity to support his education, he was highly encouraged by his relatives, who have lived in Manila for quite a while, to migrate to Metro Manila and live with them. His relatives own a retail store and are willing to support his education until he finishes college but as a return, he has to work in their retail store right after his class and during weekends. In the *Intra-urban Migration Process* of Brown and Moore (1970), the migrants tend to acquire information sources for their mobility through several channels. One of the channels was the network of personal contacts.

Likewise, *Participant B* has migrated to Manila since 2011 because his OFW (Overseas Filipino Worker) father had promised to sponsor his graduate studies. In this finding, international migrants had also caused internal migration through encouraging their family in the Philippines to migrate to another urban area where they thought that better opportunities are highly present. Education is the primary reason why these migrants have been dwelling in Metro Manila.

> "My father encouraged me to take my master's degree here [in Manila]. I was a nurse in Cebu and I stopped it just to follow his plan. I don't want him to get mad."

In the same case with *Participant C*, together with her daughter, she was forcibly encouraged by his OFW husband to migrate to Metro Manila in 2011 for their daughter's higher education.

> "My husband told me that he is going to let our daughter study in Manila that's why we moved here. He has high hopes for our family especially for our children."

In this matter, migration was associated with education and close relationship of the migrants to their family. These Cebuano migrants chose to stay for the (1) better future of their family. *Participant A* had been living in Manila for six years already for him to finish his studies and continuously help his relatives on their business. *Participant B* found a (2) job opportunity in the BPO industry and was not able to finish his master's degree because his OFW father had stopped supporting him for some personal reasons. He said that there were numerous opportunities in Manila so he does not need to go back to his place of origin. He also added that he received bigger salary compared to his previous salary as a nurse. On one hand, *Participant C* had lost contact with her OFW husband and had stopped supporting their daughter's education yet, she chose to stay. In addition, she (3) encouraged her other children to move in Manila with them, which is another case of internal migration. One of Todaro's (1969) parameters in his theory of migration model was that one of the social factors of migration is the contact of relatives in the urban area. On the other hand, Findley (1987) argued that family's migration history is one great contribution on the influx of the migrants in the other urban area. However, Cebuano migrants considered Metro Manila, as I quoted, "everything is here, everything starts here."

Migrants' dilemma in dwelling the metro

Environmental stressor

Many parts of Manila experience heavy traffic congestion, especially in areas of high population density and narrow streets such as in Quiapo (Manila, Participant B), Guadalupe (Makati, Participant C); Quezon Avenue (Quezon City, Participant A) availability of road space is a major component of the quality of traffic (Boquet, 2013). The urban density of Manila is one the highest of the world (Table 1) and the rate of motorization far exceeds the street capacity to handle traffic (ibid). Among the causes of the perennial traffic difficulties are the concentration of major shopping malls and business districts alongside its course and the high number of bus terminals, particularly in Cubao area, which provide interregional service from the capital area but add to the volume of traffic.

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Table 1 Population Density of Metropolitan Areas in the World

	Land area (sq. km)	Population (millions)	Population per square km
Mumbai, India	603	13,830 (2011)	22.937
Dhaka, Bangladesh	360	7,001 (2008)	19.447
Metro Manila	639	11,855 (2011)	18.567
Seoul, South Korea	605	10, 442 (2012)	17.259
Cairo, Egypt	453	9,120 (2011)	17.190
Lagos, Nigeria	999	15,320 (2010)	15.236
Jakarta, Indonesia	740	10,920 (2011)	14.743
Tokyo, Japan	622	8,949 (2010)	14.390
Kolkata, India	1026	13, 216 (2001)	12.883
New York City, USA	784	8,337 (2012)	10.640
Moscow, Russia	1080	11,472(2011)	10.622
Tehran, Iran	730	8,244 (2011)	10.328
Delhi, India	1484	12, 566 (2011)	8568
Singapore	690	5,184 (2011)	7513
Sao Paolo, Brazil	1523	11,244 (2010)	7383
Hong Kong	1104	7, 072 (2011)	6405
Mexico City	1485	8,851 (2010)	5960
London, UK	1572	8,173 (2012)	5206
Berlin, Germany	892	3, 544 (2012)	3974

Source: websites of the different metropolitan areas as cited in Battling Congestion in Manila: The EDSA Problem (Boquet, 2013)[1]

Street vendors encroached the limited space that furthers down an already busy vehicular traffic largely made of *jeepneys* and buses. Low-lying streets are impassable due to human causes such as informal settlement, which is also the result of migration in the area and garbage disposal impeding the normal flow of rivers which usually resulted to flooding that adds to traffic woes in the metro. In Metro Manila alone, according to MMDA data, there are 5034 kilometers of roads (37 km of tolled expressways, 992 km of national roads, 2366 kilometers of local roads, and 1639 km of private roads). There were 1.7 million registered motor vehicles and 10% of those were registered for-hire vehicles.

Brown & Moore (1970) reported that environmental stressors are perceived as either disrupting or threatening to the desired pattern of the migrants. On the contrary, despite this social problem in the metro, Cebuano migrants have expected this one and have prepared this scenario when they were still in Cebu. They have adapted the environment already and have considered this as a challenge as long as they would be able to achieve their individual goals in the metro. Environmental stressors vary from household to household (Appley, 1962). Brown & Moore (1970) added that stressors are associated with a given situation may be reduced to or maintained at tolerable limits by restructuring the environment relative to the household so that it better satisfies the migrants' needs as they consider access to the place of employment. Rossi's (1955) and Simmons' (1968) suggestions about the variables that determined the selection of new residence of the migrants are not explicitly considered by the Cebuano migrants.

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Socio-economic disparity of the Metro cities

Salary rates

Metro Manila is a non-agricultural venue for economic opportunities. As shown in the tables below, Metro Cebu's non – agricultural jobs has its basic wage of Php 353.00 (Table 2) compare to Metro Manila's (NCR) Php 481.00 new basic wage rate (Table 3). This explains the huge disparity of salary of the two metros which also gives evidence why migration to Metro Manila is a trend in the Philippines.

Table 2 Current Daily Minimum Wage Rates in Region VII (Central Visayas)

Area Classification	Non – Agriculture	Agriculture	
		Non – Sugar	Sugar
	New Basic Wage	New Basic Wage	New Basic Wage
CLASS A Cities of Carcar, Cebu, Danao, Lapulapu, Mandaue, Naga, Talisay, and Municipalities of Compostela, Consolacion, Cordova, Liloan, Minglanilla, San Fernando, or Expanded Metro Cebu	P 353.00	P 335. 00	P 303.00
CLASS B Cities of Toledo, Bogo, and the rest of Municipalities in Cebu Province except Bantayan and Camotes Islands	P 320.00	P 305. 00	P 290. 00
CLASS C Tagbiliran City, and all municipalities in Bohol Province & Negros Oriental Province	P 310. 00	P 290. 00	P 290. 00
CLASS D Municipalities in Siquijor Province and Municipalities in Bantayan and Camotes	P 295. 00	P 275. 00	P 290.00

Source: Department of Labor and Employment, National Wages and Productivity Commission: Current Daily Minimum Wage Rates, Region VII, Central Visayas, Per Wage Order No. ROVII – 19, Effective October 10, 2015[2]

Migration can help individuals and their families to increase their income, learn new skills, improve their social status, build up assets and improve their quality of life (DFID, 2007). According to Siddiqui (2012), migration increases livelihood and employment opportunities and it often increases their financial income. However, the subjects of this study have migrated not primarily because of employment opportunities and receive better income in Metro Manila. Increase financial income and employment were apparently secondary options as why they chose to stay in Metro Manila. In other words, the economic opportunities that they have attained in the area are somehow accidental. Base on the experiences of Cebuano migrants towards income, they receive less than how much they are currently receiving in Manila. In addition, the migrants had seen no big difference between the two Metro cities when it comes to lifestyle and environment. But one thing that made them notice was the difference of the salary.

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Table 3 Current Daily Minimum Wage Rates in National Capital Region (NCR)

SECTOR/INDUSTRY	BASIC WAGE	BASIC WAGE INCREASE	NEW BASIC WAGE	COLA	NEW MINIMUM WAGE RATES
Non- agriculture	P 451. 00	P 15.00	P 466.00	P 15.00	P 481.00
Agriculture (Plantation and Non-plantation)	P 414. 00	P 15.00	P 429. 00	P 15. 00	P 444. 00
Private Hospitals with bed capacity of 100 or less	P 414. 00	P 15.00	P 429. 00	P 15. 00	P 444. 00
Retail Service Establishments employing 15 workers or less	P 414. 00	P 15.00	P 429. 00	P 15. 00	P 444. 00
Manufacturing Establishments regularly employing less than 10 workers	P 414. 00	P 15.00	P 429. 00	P 15. 00	P 444. 00

Source: Department of Labor and Employment, National Wages and Productivity Commission: Current Daily Minimum Wage Rates, National Capital Region (NCR) Per Wage Order No. NCR – 19, Effective April 4, 2015[3]

Recently, the wage salary in Cebu City had reportedly increased by 13Php from 340Php to 353Php (Table 2). But compare to Metro Manila that is almost twice higher of the increased amount of Cebu City's minimum wage (Table 3). In Metro Manila, Cost-of-living allowance (COLA) has been added on the salary to each worker to compensate for loss in purchasing power due to inflation. It is commonly pegged to a general index such as consumer price index (CPI) (gov.ph.). The grants of COLA aims to help workers cope with the continuing increase in the prices of essential commodities, while minimizing cost to employers who are facing high fuel-related production costs and majority of whom are micro and small enterprises.

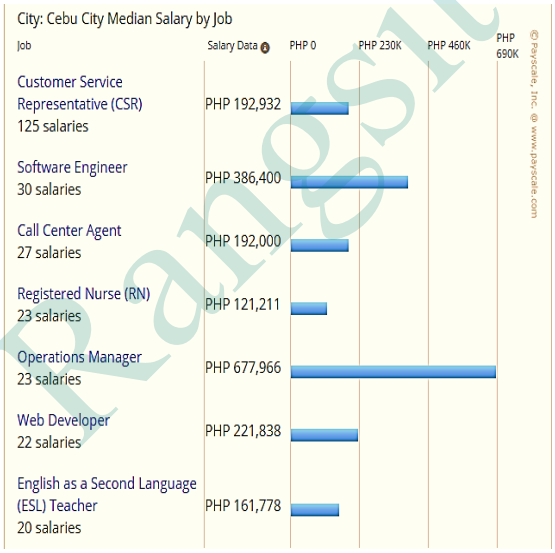

Figure 1 Metro Cebu Salary Median

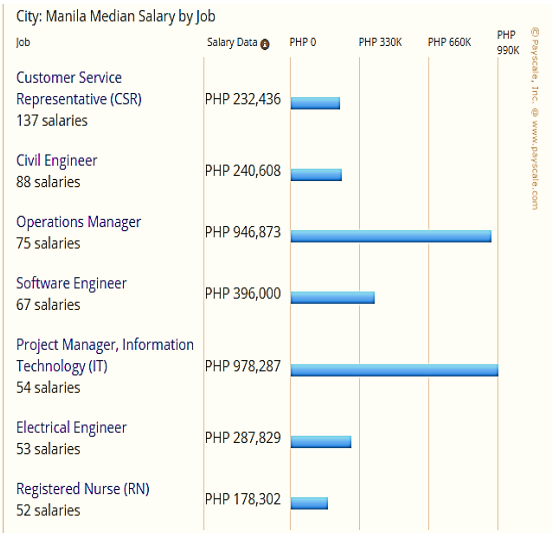

Figure 2 Metro Manila Salary Median

Source: www.payscale.com [1,2]

Participant B has been working in a BPO industry as a Customer Service Representative (CSR) for 2 years in Metro Manila (Figure 2) and he reported that he receives higher salary compare to his friends who are also working in a BPO industry in Cebu (Figure 1). In addition, when he was still practicing his

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profession as a nurse in Metro Cebu (Figure 1), he affirms that his salary greatly differs from the salary of the nurses in Metro Manila (Figure 2) although it is still lower than how much he is currently receiving as a CSR. *Participant C* has also reported that her working children were receiving lower salary when they were in Cebu unlike when they have migrated and lived with her in Metro Manila. But this higher compensation they have been receiving is tantamount to the cost of living that they experience in the metro. According to Long (2002), people who moved to urban areas were substantially successful in improving their socioeconomic status compared to their life from their place of origin and they were more likely to experience upward intergenerational occupational mobility. In line with this, economic considerations shape the migration. Individuals who migrate from one location to another are responding to fluctuations on economic conditions (Jenkins, 1977).

Mode of transportation and fare price

Mass transportation services in Metro Manila are competing for scarce road space with cars and other traffic. There is a heightened competition by the privatization of public transport services. Vehicles often delay traffic by stopping in the middle of the road to let passengers board and alight. All motor vehicles, excluding commercial trucks, are banned from all Metro Manila streets from 7 a.m. to 7 p.m. one day a week based on the last digit of their license plate number. Jeepneys are popular, similar to Cebu, because they are cheap, operate virtually all the time; they stop and pick up anywhere. In traffic, jeepneys are more fleet-footed than buses.

Another mode of transportation that is present in Metro Manila is the commercial vans, which are made by Toyota Tamaraw FX vans and go by initials "FX". FX services are considered faster, more comfortable, and more convenient. They have air conditioners, a perfect match for hot, muggy Manila. But passengers pay for premium fare. Participant B said:

> "There are no FX vans in Cebu. There are only jeepneys, tricycle, pedicabs, and buses."

In terms of service features, FX vans represent a hybrid between taxis and jeepneys. But these FX vans highly contributed traffic jam in the metro. Another similarity of means of transportation in Cebu and Manila was the presence of *pedicabs* and tricycles or *trikes* but they greatly differed on fare price. Participant B affirmed that:

> "The fare of pedicabs and trike are so expensive. Most likely, the minimum fare is 20 pesos and it depends on the travel distance. Unlike in Cebu, only 5 to 10 pesos."

As added by Participant C,

> "Sometimes, I ride a trike going home from the market; I usually pay for 50 pesos even though I live near the public market."

Pedicabs are human-powered sidecars (a carriage attached to the side of a bike frame). Human powered *pedicabs* can be seen darting along the streets, hauling customers. Pedicabs' chief market niche is carrying shoppers to and from public markets. Women use them more than men (Cervero, 2000). Tricycles or *trikes* are motorized *pedicabs* (motorcycle with side cars). They are used for short haul-journey (Cervero, 2000). They are much disparaged for being noisy and unsafe. Several jurisdictions in Metro Manila have banned them, preferring *pedicabs* instead. There are other various forms of transportation in Metro Manila compare to Cebu. In Metro Manila, there is Light Rail Transit (LRT1, LRT2, and MRT 3), which crosses different cities in the Metro; while buses traverse cities to cities, cities to towns, and cities to provinces in Luzon. Buses can easily navigate Metro Manila's disjointed road network unlike in Cebu, buses only travel from the terminal in the city to different municipalities. Cebuano migrants have also enjoyed the transportation means in Metro Manila but the fare price varies greatly from their place of origin. They admitted that they had cheaper fare in Cebu than in Manila. However, Cebuano migrants have easily

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adapted the big difference of price hike and eventually considered it as normal in the area *where everything starts.*

5. Discussion

The qualitative approach in this research is indeed a valuable lens in surfacing the unique experiences of the Cebuano migrants in Metro Manila. In this study, the apodictic nature of internal migration in the Philippines was revealed from the lens of a select group of Cebuano migrants whose lives took a different path through migration. The individual and collective experiences of the participants of this study are situated in the push and pull factors of migration by Lee (1966). The push and pull factors of the migrants in this study created a panorama that would help the readers understand the development of the migrants through the years while dwelling in the receiving metro.

As shown in the study, the push and pull factors revealed by the Cebuano migrants, as far as their migratory behavior is concerned, are explicitly defined. The push factors according to the participants of this study were few opportunities and low salary rate in the place of origin and left-behind families cannot support for higher education. While it is true that the place of their origin would not suffice their needs, the pull factors came into existence when their relatives who had a migration history in a more highly urbanized area and had experienced improvement in socio-economic status encouraged their relatives in Metro Cebu to migrate. Also, the pull factor even tackles the influence made by their overseas family member. It can be considered in Lee's (1966) push-pull typology the choice of the migrants to stay in Metro Manila despite environmental stressor they encountered. Undoubtedly, the migrants' another pull factor to move in the metro was the enjoyment they experienced which made them conclude, which every Filipino citizen also thought, that Metro Manila is the place where *everything is here and everything starts here.*

Notably, the inductive attempt of the study toward the representativeness of the participants was through the secondary data presented. As seen, the data for population density in the metropolitan areas from several countries continuously affect the life of the people. Metro Manila ranked as the third most populous around the world. This signifies the traffic congestion in the metro at the same time a challenge faced by the migrants which was considered as their environmental stressor. Ironically, as reported by the Philippine Statistics Authority (2014), migration is one factor that causes rapid urbanization in the metro which eventually adds traffic congestion since the number of the migrants continuously grew and they perpetuate the number of commuters in the area. This was supported by Dyson's (2011) claim that migration has remained the main driver of rapid urbanization. While Cabuag (2003) averred that migration is the cause of rapid urbanization because of the different opportunities such as education and employment from the different urban like Metro Manila.

Talking about the risk management of the Cebuano migrants before they moved in Metro Manila, one of the participants professed that he already prepared himself through what he witnessed on the television about the societal problems in the said metro. Even he had no idea about the place, he only thought of his family's better future when he finishes college. The participant's statement concedes with the binary typology of push and pull factors wherein his preparation depends on the facts that he accumulated from the media (pull factor) which it actually helped him easily adapt the environment in the metro. Additionally, his thought of helping his family's future due to lack of financial resources is a push factor. Another participant revealed that he had no choice but to fulfill the request of his father, who has been living abroad, to study in Metro Manila. Also, one of the participants claimed that the cause of her mobility was because of her overseas worker husband. These have affirmed the pull factors of the Cebuano migrants. According to the study of Cortina and Sardon (1994), people migrate due to the information they received from their relatives who are considered as their social contacts. Todaro (1969) posit that relatives are the social factors why people migrate. Interestingly, the push factors revealed by the two participants showed when their relative abroad ceased to support financially. Eventually, this has pushed the migrants to find opportunities in Metro Manila and they even contributed to the pull factor of migration like inviting other families to migrate in the area. This finding runs parallel with what Quisumbing and McNaven (2005) found in their research that migration has been an important livelihood strategy in the Philippines. In the classic in-depth study of the motivational factors behind internal migration in the Philippines, Filipinas

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Foundation Inc. (1976) reported that when individuals moved into a new place, he or she acts in a hope that he or she may be able to create a better life – this enables a person to live beyond the subsistence level or achieve a higher economic status.

The participants were one in claiming that they migrated primarily because of education. Notably, their causation to migrate was due to their certain push-pull factors as aforementioned. In the study conducted by Basa, Guzman, and Villamil (2009), Metro Manila is not only the economic and political core of the Philippines but it is also the center of educational development. It has the best and most number of colleges and universities. Moreover, Metro Manila is the center of educational development and has the most number of quality-driven universities and colleges compare to Cebu; there are only few colleges and universities that have been competing with other schools in terms of quality education standards nationwide. Todaro (1969) school is one of the social factors of migration.

As gleaned from the study, another inductive explanation towards the experiences of the migrants in the aspect of representativeness was made clear when secondary data from the Philippine government sufficed the explanation of the socio-economic disparity of the two metropolitan cities. There is a striking disparity when it comes to salary rate between the two highly urbanized cities. Metro Manila is almost twice higher than in Metro Cebu in the salary rate which is evident from the results of this study. Evidently, this is the reason why the participants chose to stay longer in the receiving metro and no plans to go back to their place of origin. In addition, the disparity of the salary rates encouraged more Filipinos from different provinces to migrate in Metro Manila. Inevitably, starting from 1965 – present, number of migrants continuously grew and settled in the metro (Perez, 2014). Higher salary is associated with high socio-economic status as what classic migration scholar Findley (1987) argued. While the Filipinas Foundation Inc. (1976) explained that migrants tend to regard themselves as economically better off in the new place. This is parallel to Long's (2002) findings that people who moved to other urban areas were substantially successful in improving their socioeconomic status.

While salary rate is evident in the disparity between the two metro cities, the participants of this study revealed another variable in differentiating the two metros and that is the mode of transportation. Undeniably, Metro Manila is experiencing traffic congestion due to its population density. As a result, there is a heightened competition by the privatization and public transport services. The participants were also one in claiming that there are several transport services found in the metro that cannot be found in their place of origin such as railway transits like LRT1, LRT2, MRT3, and FX services which passengers pay for premium fare because it is a hybrid of *jeepney* and a taxi, and buses that are competing with the *jeepeneys* in the road. Unlike in Metro Cebu, buses only travel to different municipalities. *Pedicabs* in Metro Cebu and Metro Manila greatly varied in fare price; the latter is cheaper than the former.

There are still different life stories coming from several groups of migrants in Metro Manila that would contribute to the trends of internal migration in the Philippines. Some of those were incarnated vividly by the participants of this study. There may be only three of them, the power of qualitative approach to research cannot be underestimated because the participants were able to delineate their individual and collective insights to help the readers understand and appreciate their experiences in Metro Manila.

6. Conclusion

This case study helped surface the unique experiences towards understanding and appreciating the push and pull factors that led Cebuano migrants moved to Metro Manila. As discussed, their individual and collective insights towards their experiences together with the secondary data from the Philippine government, socio-economic disparities between the two metro-cities unfold. From the sharing and verbalizations made by the participants, it was found that their causation to migrate was due to their pull factors such as the influence made by relatives to study. On one hand, push factors were explained through the need to migrate for the betterment of the family and themselves. It is interesting to note that the migrants also became the pull factor to their relatives from their place of origin. Apparently, migration pattern could be somehow considered as a cyclical pattern since this is a recurring phenomenon. The push and pull illumined in the presence of the three Cebuano migrants who shared a different side of migration trend. The outlook of migration depicted from the participants of this study offers the need to create a longitudinal and cross sectional research agenda where the multifaceted and less investigated features of the

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life and trajectory of the several groups of migrants in Metro Manila are captured by a more vivid description of subjective realities. In the final analysis, the experiences of the Cebuano migrants represented dynamism of how people show competitiveness in dealing with daily challenges in order to project quality of life.

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