

# Social Impact of Rehabilitation and Resettlement Policy in Uttar Pradesh - Case Study of Gautam Budh Nagar

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**Abstract**—In a densely populated country like India, land is a limited resource, especially in urban conglomerates. It is required for traditional pursuits like agriculture & housing, as well as for commercial activities, industrial operations or infrastructure development like construction of roads, public utilities etc. Land ownership is generally fragmented, and is passed on through generations which lends it emotional value. Thus, when a government has to undertake any development projects involving land acquisition, rehabilitation and resettlement of affected land owners is an issue involving economic as well as social dimensions which need to be considered.

Although we have REHABILITATION AND RESETTLEMENT POLICY in all states of India, we see a lot of issues in land acquisition resulting in execution delays & financial losses to key planning projects. Land compensation is a sensitive issue which has provoked amendments in the land acquisition act. The land acquisition bill 2013 outlines the compensation packages which are now reformed after several recent farmer agitations. But to fully appreciate the social impact of acquisition, we need to understand the relationship of farmer and his land. Land helps him earn his livelihood and food security. This aspect also needs to be addressed in addition to market valuation of land.

The rapid industrialization, urbanization and large infrastructure projects necessitating land acquisitions in the last decade has led to a large number of protests by farmers. This research is done to understand the land acquisition procedure in, Gautam Budh Nagar villages in Uttar Pradesh (UP) and to analyze the Rehabilitation and Resettlement packages given to the villagers.

## 1. INTRODUCTION

India is a developing country and therefore many development and infrastructure projects keep coming up in and around urban areas. For any kind of project, may it be industrial or infrastructural project, there is a requirement of land, which necessitates land acquisition or consolidation of fragmented land. Some of these projects are planned in the periphery of urban areas directly impacting existing land owners.

A vast majority of these land owners are villagers involved in cultivation of these lands. Owing to the projects planned in these areas, these farmers are forced to give up their land and look for alternative sources of income.

Yamuna Expressway is one such project which is located in the state of Uttar Pradesh. The expressway connects New Delhi and Agra, and opens up avenues for industrial and urban development. The authority for its implementation was instituted by the state government of Uttar Pradesh in April 2001. The land acquisition process began in September 2007.

The first 40 kilometers of the Yamuna Expressway is located in District Gautam Budh Nagar, passing through Noida, followed by 20 kilometers in District Aligarh, followed by 90 kilometers in District Mathura, ending after approximately 15 kilometres in District Agra. The Yamuna Expressway Industrial Development Authority notified 133 villages for land acquisition purposes. In the entire Greater Noida area, land totaling 2,000 hectares (mostly farmland) was acquired by the UP government in 2009. [1]

## 2. STUDY AREA

Out of the six districts - Gautam Budh Nagar, Bulandshahar, Aligarh, Hathras, Mathura and Agra where the Yamuna Expressway Project is developed, my study area is in Gautam Budh Nagar (GBN) district.

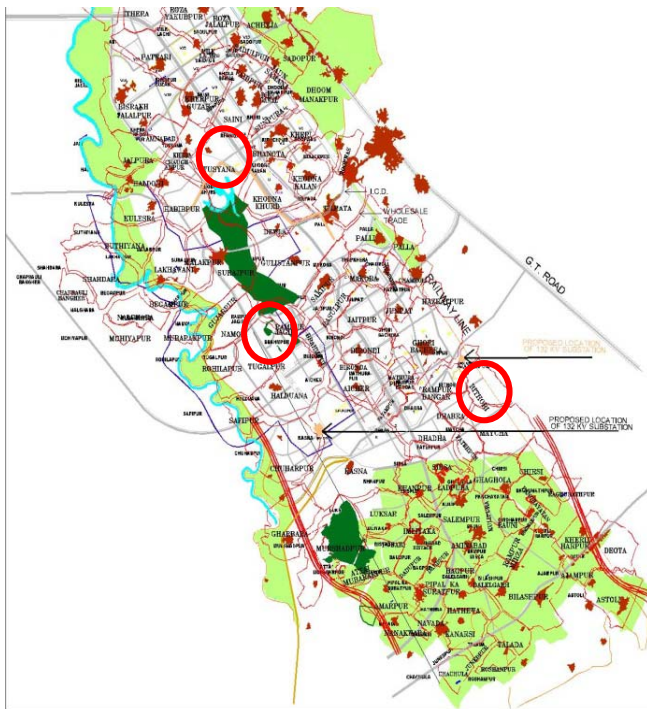
Total number of villages which were acquired for the project from GBN district, (near Greater Noida city) was 75 in number. Out of those seventy five villages, three villages were selected for primary survey on the basis of maximum total affected population - Tugalpur, Tusiya, Maycha. [2].

### 2.1 Project Affected People

Around 75 villages and more than 15000 families were affected in the entire GBN district. Total affected families:

Tugalpur: 258 Tusiya: 116 Maycha: 124 Total: 498 [3].

**3. LOCATION OF THE STUDY AREA**



Source: Primary survey- Yamuna expressway authority  
**Fig. 1: Location of the surveyed Villages**

**4. SOCIAL IMPACT ON P.A.P.**

A comparative study of the before and after situation of the P.A.P. of the study area has been conducted following World Health Organization (W.H.O.) Quality of Life parameters.

The Project Affected People (P.A.P.) were affected in terms of Physical Health, Psychotically, Level of Independence, and Social relation.

The Table below captures the impact on the villager on the basis of the definition of the W.H.O. Quality of Life parameters.

**Table 2: Impact on the Villagers (P.A.P)**

Parameters taken from W.H.O.	BEFORE ACQUISITION	AFTER ACQUISITION
PHYSICAL HEALTH	Health was good- as they were working in farms for 8-10 hrs daily.	Not good- as they are sitting idle whole day
PSYCHOLOGICAL	Positive feeling- feeling of food security and home security. And a fixed source of income	Negative feeling- no land, feeling of helplessness and joblessness

LEVEL OF INDEPENDENCE	Mobility and work capacity more as they were fitter and active and were hard working and laborious.	A.C. homes and A.C. cars, Getting used to luxuries and materialistic things
SOCIAL RELATIONSHIPS	Working together on fields was a source of their bonding and generated good family relations. As per my survey the family members- brothers and their sons etc; work together on their piece of land and there was unity and team work involved in the farming.	Comparisons with other farmers in terms of compensations created jealousy amongst the villagers.
ENVIRONMENT	Earlier before acquisition there was poor connectivity and less Transport facility	Better connectivity, Transport facility, Health and social care facility, better home environment
SPIRITUALITY/RELIGION BELIEFS	Their religious beliefs and their faiths have not changed before or after acquisition.	

Source: Primary survey in the study area

**5. R&R GIVEN TO THE P.A.P.**

**Table 2: Rehabilitation and Resettlement Policy adopted by Yamuna Expressway Authority**

S. No.	Description	Details
1.	Compensation	990 /- Sqmt
2.	Solatum	-
Additional Benefit		
3.	Annuity	Rs. 2.76 Lac/ Acre for 33 Years (One Time Lumpsum)
4.	R & R	5 Years Mandays for Land Less farmers 500 Mandays for marginal farmers 375 mandays for small farmers
5.	Abadi Land	Developed plot of 7% area of land Acq. (@6360/- Sqmt as per Authority rate
6.	Cost of abadi land to be paid by farmers	Maximum 10% of basic rate including development chargers

7.	Exemption from Stamp duty or Registration charges or purchase of alternative land	5% of 7% plot cost + 10050 as Registration Charges(rounded)
8-	No litigation incentive	
Other Benefit		
9.	1.17% Reservation in residential plot Scheme 2. 50% Commercial land use in 7% abadi plots	(Circle rate of developed commercial plot is Rs. 11000/- Sqmt)

Source: Primary survey- Yamuna expressway authority

## 6. ISSUES

The R & R given to the Project Affected People was not satisfactory and had the following issues.

- Farmers whose land was not ancestral were not considered for compensation
  - There should be a provision for employment of the family members whose land is acquired/ If not Industrial employment then there should be other employment scheme for the farmers whose land has been acquired
  - Farmers and agricultural labour who now have no fixed income should get discounts in Hospitals and Schools
  - All those whose *abadi* land has been taken away, their land should be returned forever not on the 90 year lease
  - For all those farmers whose agricultural land was far away from abadi land – should be provided with a “shifting plot”- Grazing land for rearing their cattle
  - The compensation is paid only to the head of the family, it should be reconsidered and 18yrs above should be included for compensation as the family size is big (average family size 12 persons per family as per the primary survey). Just the way in Gujarat’s and Maharashtra’s NWDT awards have considered major sons for compensation.
- The crops of the farmers were destroyed due to the dust and waste water during the construction of expressway, those farmers should also be considered for compensation

Source- Focus group discussion.

## 7. ANALYSIS

According to the research and primary survey conducted, major issues arose because the farmers who were paid compensation didn’t know what to do with the money received.

### A farmer’s Annual Income(PAP)

-25,000/- Rs approx. earnings per Acre for 6 months- 1 time crop duration

-8000 to 10,000/- Rs expenditure on seeds, pesticides and labour etc per Acre for 6 months

-Therefore annually around 50,000 earnings and 20,000 expenditure per Acre

-Annual income of about 30,000/- Rs per acre

**All the farmers interviewed had their land area of about 5 Acre to 70 Acre and an average land holding of 30 acres.**

### So after receiving the compensation

- They got their daughters married
- Bought cars
- Home renewed, AC, TV, Fridge etc
- Sending their sons and grandsons to pvt schools and colleges as now they could afford it

**Only about 42% farmers (primary survey) have “Bought land” from the compensation money**

The farmers who have purchased land for agriculture in other places, are not being able to manage due to long distance from their villages and high fare cost to reach there

## 8. CONCLUSION

According to the primary survey and research, the following can be included in U.P.’s Rehabilitation and Resettlement Policy in addition to the monetary benefits.

- Provision of amenities and proper connectivity with the amenities to the villages so that their life style could be better
- Proper banking and institutions should be there so that there is proper and better use of their compensation money
- Rich became richer and poor became poorer depending on their land holdings.
- Training & skill development programs for all displaced adults so that they can be gainfully reemployed in alternate vocations

## 9. ACKNOWLEDGEMENTS

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## REFERENCES

- [1] <http://www.parichowk.com/greater-noida.aspx#>
- [2] Primary Survey at Greater Noida Industrial Development Authority
- [3] Yamuna Expressway Authority
- [4] Primary Survey- Focus group discussions in the study area