

**DEVELOPMENT INDUCED DISPLACEMENT IN THE  
CONTEXT OF NATIONAL HIGHWAY**

*Dissertation*

*Submitted to the University of Calicut in partial fulfillment of the requirement  
for the award of the Degree of Master of Arts in Economics*

Submitted By

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I, **HARSHA A**, do hereby declare that the project entitled **DEVELOPMENT INDUCED DISPLACEMENT IN THE CONTEXT OF NATIONAL HIGHWAY**, is an authentic record of work carried out under her guidance of **Dr. DHANYA K**, Assistant professor, Department of Economics. I further declare that this report has not previously formed the basis for the award of any degree, diploma or similar title at any other university.

Place : P. Vemballur

Date:

**HARSHA A**

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## CONTENTS

<b>CHAPTER NO:</b>	<b>TITLE</b>	<b>PAGE NO:</b>
1	INTRODUCTION	1-7
2	REVIEW OF LITERATURE	8-14
3	OVERVIEW	15-16
4	DATA ANALYSIS AND INTERPRETATION	17-53
5	FINDINGS, SUGGESTIONS & CONCLUSION	54-58
	BIBLIOGRAPHY	
	APPENDIX	

## LIST OF TABLES

<b>TABLE NO.</b>	<b>TITLE</b>	<b>PAGE.NO</b>
4.1	Gender ratio	18
4.2	Age classification	19
4.3	Education	20
4.4	Profession	21
4.5	Type of job	22
4.6	Annual income	23
4.7	Family type	24
4.8	Family members	25
4.9	Information source	26
4.10	Attitudes towards project	27
4.11	Willing to give land	29
4.12	Unit of land	31
4.13	Type of lost land	32
4.14	Problems	33
4.15	Status of own residence	34
4.16	Status of current residence	35
4.17	Compensation received	36
4.18	Satisfied with compensation	38
4.19	Delay to compensation	39
4.20	Spent for	40
4.21	Opinion regarding amount	41
4.22	Present status of new shelter	42
4.23	Source of adequate amount	43



4.24	Available Facilities	45
4.25	Satisfied with new shelter	47
4.26	Employment and displacement	48
4.27	Education and displacement	49
4.28	Social difficulties and displacement	50
4.29	Economic problems and displacement	51
4.30	Economic problems	52
4.31	Solution to the inhabitants	53

## LIST OF FIGURES

<b>FIGURE NO.</b>	<b>TITLE</b>	<b>PAGE.NO</b>
4.1	Gender ratio	18
4.2	Age classification	19
4.3	Education	20
4.4	Profession	21
4.5	Type of job	22
4.6	Annual income	23
4.7	Family type	24
4.8	Family members	25
4.9	Information source	26
4.10	Attitudes towards project	27
4.11	Willing to give land	29
4.12	Unit of land	31
4.13	Type of lost land	32
4.14	Problems	33
4.15	Status of own residence	34
4.16	Status of current residence	35
4.17	Compensation received	36
4.18	Satisfied with compensation	38
4.19	Delay to compensation	39
4.20	Spent for	40
4.21	Opinion regarding amount	41
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4.23	Source of adequate amount	43

4.24	Available Facilities	45
4.25	Satisfied with new shelter	47
4.26	Employment and displacement	48
4.27	Education and displacement	49
4.28	Social difficulties and displacement	50
4.29	Economic problems and displacement	51
4.30	Economic problems	52
4.31	Solution to the inhabitants	53

**CHAPTER 1**  
**INDRODUCTION**

## INTRODUCTION

Enhancing the economic, political, and social welfare of a country's citizens is known as economic development. The growth of transportation is essential to the country's progress. Road, rail, water, and air transportation are all included. One of the most significant modes of transportation is the road, particularly the National Highway. In order to facilitate the movement of people, products, and services across large areas, national roads act as the spine of a nation's transportation network. In order to foster social cohesiveness, economic expansion, and regional integration, they are crucial. A nation's infrastructure strategy must include the construction of national highways, which have a direct impact on trade, tourism, public safety, and environmental sustainability, among other facets of society. In-depth discussion of the significance, historical history, difficulties encountered, and potential future directions of this vital project are all included in this introduction

The idea of a highway originated in prehistoric times, when roadways were constructed to link cities and promote trade and communication. However, the 20<sup>th</sup> century saw the development of the idea of national highways as we know them today. In order to sustain economic development, more effective transportation networks were required due to the quick rise of industrialization and urbanization. Governments all across the world have realized how important it is to have an effective and well-connected highway system, which has led to the methodical construction of national highways. National highways are important for many reasons and serve as important conduits for economic activity. Highways that are efficient cut transportation costs dramatically, make isolated locations more accessible, and draw investment to previously undeveloped areas. By acting as a conduit for the flow of goods and services, these roadways promote trade both domestically and internationally. Furthermore, well-built roadways encourage tourism by enabling visitors to experience the varied topography and cultural diversity of a nation. Numerous socio-economic facets are impacted by the construction of national highways. Reduced gaps between urban and rural areas are the result of balanced regional growth brought about by improved connectivity. People can now access better employment prospects in urban centers while still residing in suburban or rural settings because to this more efficient workforce. Enhancing the availability of public services, healthcare, and education in formerly underprivileged communities encourages social inclusion and raises standard of living. Any nation's socioeconomic progress is significantly influenced by its transportation infrastructure. The lifeblood of a nation is an effective and well-

maintained system of national highways that connects its many areas, facilitates the smooth movement of people and commodities, and fosters economic development.

Governments everywhere are making significant investments in the creation and growth of their national highway networks because they understand how important these projects are. The significance and effects of national highway development projects are discussed in this context, along with their advantages, difficulties, and overall impact on the nation. As the backbone of the economy, national roads enable the flow of products and services between different geographical areas. These initiatives boost trade, attract foreign investment, and make companies more competitive by cutting transportation costs. Improved communication between urban and rural areas and balanced regional growth are both facilitated by a well-developed national road network. Accessibility to healthcare, education, and other vital services is also encouraged. Getting enough money is one of the biggest obstacles to completing national highway building projects. Governments have to look at new economic models because they frequently have limited funds. Private companies engage in highway construction through public-private partnerships (PPPs), which have gained popularity. The private companies get their money back from the tolls or other sources. Furthermore, loans or subsidies for the development of highways in underdeveloped nations may be offered by international financial institutions. The development and operation of metropolitan regions are significantly influenced by highways.

Effective transportation networks are crucial for connecting people, products, and services when cities experience population growth and increased economic activity. In addition to offering numerous advantages that support social mobility, economic development, and environmental sustainability, highways are essential parts of metropolitan transportation networks. This essay will examine the significance of roads in metropolitan areas from a number of angles, such as their ability to promote accessibility and economic development.

Under the leadership of Prime Minister Atal Bihari Vajpayee, The expansion and refurbishment project got underway in 1998. Although they make up only 2% of all national roadways, national highways transport 40% of all traffic throughout the entire nation. The Indian National Highway Authority is in charge of the project's management. The NHDP is a division of the Ministry of Roads, Transport, and Highways and is responsible for the operation and contribution of 49260 km of roads and highways to the nation's economic development. The government intends to combine active projects under the broader Bharatmala project and

terminate the NHDP program in early 2018. At an estimated cost of Rs 21271 crore, six new national highway projects covering a radius of 187 km would be undertaken in Kerala.

Now with the goal of creating six lanes on National Highway 66, the development program is moving forward. In Kerala, as opposed to other states, the state government directly pays for 25% of the land that is purchased for road construction. The state has invested Rs 5311 crore in land allocations. The Ministry of Surface Transport will pay the remaining expenses associated with purchasing land and building roads. The Government started to formulate expansion programmes of National Highway. They needed Land for National Highway expansion. So authority started to take land from public. Due to land acquisition in Kerala, the National Highway Authority had once reached a point where it was difficult to develop the National Highway. However, a new plan was created and 90% of the land was obtained following talks between Chief Minister Pinarayi Vijayan and Union Minister Nitin Gadkari. There are twenty sections of the National Highway being built in Kerala. There are six lanes on the 45-meter-wide road. Everywhere beyond a doubt, land was bought in exchange for just recompense.

But every time Initiatives for land-based development can and frequently do result in both economic and physical development. The affected population becomes impoverished and disempowered as a result. One method of evicting people and communities for the sake of economic growth is development-induced displacement and rehabilitation. This occurs when people are forced from their homes, frequently even their homelands. It is a subset of compelled relocation. As countries transition from developing to developed, forced migration carried out in the name of development affects an increasing number of individuals. Those who are forced to migrate due to such circumstances are frequently powerless and subject to national rules. Due to the absence of strategies for migrant rehabilitation, they are sometimes merely paid in monetary terms without access to adequate channels for resolving their complaints or political backing to enhance their standard of living. Displacement has an immeasurable impact. That it has a negative impact on human life. A surge in marital violence has been attributed to a rise in drunkenness brought on by displacement. Man has become weak or insecure as a result of displacement, and women and children have been used as scapegoats. Displacement brought on by development elicits distinct reactions from various societal segments and has varying effects on people's quality of life. The largest difficulty now facing development projects is the rehabilitation and relocation of displaced people as a result of the developed process.

Despite their importance for the country's progress, development projects frequently have negative effects on some communities. As a result, good policies and practices that safeguard these people's lives, human rights, and welfare are essential to development projects. For the foreseeable future, involuntary resettlement will continue to be a significant obstacle; more projects involving land acquisition will be undertaken. Due of the fast-growing population and the growing fear of unoccupied places, land is a fundamental demand for these projects. Individuals uprooted by construction projects frequently need to relocate in order to begin a new life. So, displacement has a significant element of coercion. Relocation is undoubtedly a catastrophic event for people who must relocate. When those in positions of control fail to give the impacted populations the consideration they deserve, the situation just gets worse.

Our country needs development projects, yet the local population is suffering as a result of these initiatives. Every year, development projects cause millions of people to be relocated or resettled around the globe. In our neighborhood, there have been a lot of evictions due to development initiatives including the building of new highways, airports, and railroads. In order to affect its resettlement and rehabilitation strategy in compliance with relevant policies, let's hope the government develops a more efficient implementation method.

Sustainable urban design techniques must be used, meanwhile, in order to reduce adverse environmental effects and save natural areas. An urban environment that is both balanced and comfortable can be fostered by integrating highways with green spaces and pedestrian friendly

## **TITLE OF THE STUDY**

“DEVELOPMENT INDUCED DISPLACEMENT IN THE CONTEXT OF NATIONAL HIGHWAY “

## **STATEMENT OF THE PROBLEM**

From a practical and policy-making perspective, the study is extremely significant. The NH development project being implemented in the state of Kerala is the source of the population relocation issue. Economic and social costs of NH-related forced relocation include the psychological suffering, stress, loss of livelihood, and inadequate rehabilitation programs that project affected individuals must overcome in order to participate fully in development



initiatives. This paper will attempt to investigate and analysis this fundamental strategy. The study is especially significant because of the wide-ranging socioeconomic effects that development projects have on the displaced and affected individuals in the area. To be more specific, the study aims to prepare “a clear and detailed vision document” and establish a set of "design principles" that will guide state regulations and frameworks. It also reviews current programs and initiatives in an effort to improve the living conditions of those who are displaced and affected in the state. The study will demonstrate the necessity of development initiatives involving human life.

## **RESEARCH METHODOLOGY**

This analysis is based on descriptive nature both primary and secondary source of data were Used. The primary sources of data were collected through self-constructed questionnaire. Samples of 50 respondents from KOTTAKKAL MUNICIPALITY were taken for the study by using Simple random sampling method.

## **DATA ANALYSIS**

Data analysis is done by the statistical tools and the interpretations also based on the tables, charts, diagrams. And garret ranking method was applied.

## **OBJECTIVES OF THE STUDY**

1. To analysis the socio-economic impact of development induced displacement
2. To examine the nature of compensation, resettlement and rehabilitation
3. To evaluate cost of effect of the rehabilitated people

## **LIMITATIONS OF THE STUDY**

Due to time and resource limitations, a thorough and comprehensive study could not be conducted. The study has limitations in addition to all the issues with primary and secondary data. It's possible that not all necessary information will be disclosed due to these factors. All things considered, the sample size for this study is rather small, which represents one of its main drawbacks. Still, we have decreased the likelihood of inaccurate data and analysis while attempting to understand the true nature of the issue.

**CHAPTER 2**  
**REVIEW OF LITERATURE**

## REVIEW OF LITERATURE

The chapter deals with the review of literature and related studies available on the topic. This is mainly aimed to understand the concepts associated with the study in detail and trace out the existing research gaps, to ensure that it is unique one. This chapter also helps in appropriate analysis of data.

- Samanta (2022) Made an attempt to evaluate the “socio-economic impact of National highways.” A highway is essential to development. Samanta discovered a benefit from this research. In other words, the socioeconomic standing of the villages that highways travel through is improved. They employed both primary and secondary data in this investigation.
- Talware (2018) Analyses the process of “identifying risk for Indian highway construction.” The most important construction job is on highways. They discovered significant project risks. The survey used as a small sample for this investigation.
- Shuman k deep et .al (2021) Attempted to analyze “Critical factor influencing highway projects’ performance: An empirical evaluation.” The purpose of this study was to quantify the criticality of the variables affecting highway project performance. Both primary and secondary data were utilized by them. Their primary drawback is the scarcity of responders.
- Kozhikkal analysed (2018) ‘4 p’s model of airports developments: A study On land acquisition for Indian airports’ This research article examines land acquisition for Indian airports critically, focusing on Kerala in particular. To write his research paper, he gathered both primary and secondary data
- S.chakrabarthi (2018) examines “Can highway development promote employment growth in India” His research offers the first concrete proof that the national highway building program in India is linked to an increase in employment in the private sector that is not related to agriculture. In his work, primary and secondary data are both used. The results of the Chakarabarti analysis in this study show a positive correlation between the expansion of private sector employment and highway construction
- Patil et.al. (2013)”causes of delay in Indian Transportation infrastructure projects” is what they analyze. For their survey analyses, they have chosen Maharashtra. According to this study, 50% of respondents believe that the contractor is mostly to blame for

construction delays, which is a significant contributing factor to delays in Indian transportation. Both primary and secondary.

- Ramakrishna Nallathiga (2019) examines the highways and road development in India progresses and prospects.” The report primarily focuses on state highways, rural and urban roads, and hinterland roads, among other types of roads and highway projects. He employed both primary and secondary data in this project.
- Prithish Varma(2022)An analysis of the “Road development in India 2021-2022” has been attempted by Prithish Varma. He provided the most recent developments, impending prospects, and projected future in this book. He obtained information from NHAI. He only used secondary data for this study
- C McDowell (1996) examines Understanding impoverishment:the consequences of induced displacement ‘infrastructure projects persist into the next century as governments in developing nations manage growth, urbanization, and industrialization. This volume highlights concerns about “development” and “progress” in the late 20<sup>th</sup> century, revealing significant problems and disastrous effects of displacement operations. It questions whether infrastructure benefits outweigh the pain of disrupting lives
- Ganguly,Thukral (1989) Lack of long term planning results in multiple displacement. Many more such cases are found all over the country. Lack of proper long-term resettlement and rehabilitation plans also increases the changes of multiple displacement. This means suffering of people is always under going to process of displacement. A lack of coordination between different projects may also lead to ousters being forced to move repeatedly.
- Duncan(2021) Examined the “Results from research on the effects of road projects on poverty.” This study examines the data that is currently available from the People’s Republic of China (PRC) and other pertinent studies on the effects of physical infrastructure, particularly road development, on the alleviation of poverty. In this study, both primary and secondary data are employed.
- Alam and Meenakshi (2021) An analytical study on highway construction projects in India, for probability formulation distribution functions for deviation and cost’ was evaluated. The study’s objective was to develop a clear instrument for tracking project length, cost, and delay over time. They employed both primary and secondary data in this investigation.

- WCD ( 2004) Persons deprived of their livelihood after their land and other assets are acquired For development projects are known as displaced persons and projects affected Persons. Displaced persons are those who are only displaced and projects Affected persons are people who whose livelihood is alienated from them though They may remain where they are
- Frank Vanclay (1997) titled Induced displacement and Resettlement from Impoverishment risk to an opportunity for development. Published by Elsevier Ltd in 1997 revealed that, while the world bank safeguard polices and International finance corporation performance stand area specify the Requirements to be observed when project induced displacement and Resettlement occurs. These international standards are not always followed. Government often invoke the power of eminent domain and implement Expropriation procedure instead of building support for a public or private project By negotiating with project-affected peoples . One of the important fallout of displacement is a culture upheaval. Involuntary
- Jose Murikan (2003) Eviction forces people to live their fertile land, means of livelihood, house and Other assets. The displaced people had to shift an unknown area where they Encounter a different culture manifested in the manner of thinking, expression of Feelings, behaviour and ultimately the way of life. Comparatively there is less Culture diversity among the general population in Kerala. The only exception is The isolated pockets of the tribal settlement in forest areas .
- JopeMurikan (2003) Many significant omissions have in the law for computing compensation. First, it doesn't hold the value of the land and rights lost. Secondly, mass displacement often affects populations, whose lives are not constructed around formal legal rights, making market value an irrelevant criterion. It is of significant that having spoken to the possible poverty of displaced populations, and to the public purpose involved in providing for them is not a right to compensation, but discretion to care that has been prescribed.
- Varkkey and Raghuram (2019) attempt to investigate 'Public Private Partnership in airport development- Governance and risk management implications from Cochin International airport Ltd'. Both primary and secondary data form the basis of the information. According to the study's findings, the CIAL had issues as a result of inconsistent policy at different levels. Additionally, they discovered that the CIAL experience amply demonstrates the necessity of discussing with an agency before

establishing one in order to effectively foster the expansion of the air infrastructure industry.

- Damme et.al (2021) Was looking at ‘The evolution of road infrastructure development projects’. They discovered that the process of evaluating the construction of road infrastructure is important since it allows one to determine, at the end of the project, if the designed infrastructure has achieved the initial goals. Primary and secondary data were used in this study to do a comparative analysis.
- Hodgkinson (2015) tried to analyse the ‘Undertaking feasibility studies of railway projects and railway traffic costing’. The analysis compares the projects’ lifetime economic benefits with their economic, or shadow-priced, capital and operating expenses in order to estimate the net benefits of the projects to society. Additionally, there are certain economic advantages of railroads that are difficult to quantify, such the reduction of harmful gas emissions and road noise for the local populace. In this study, both primary and secondary data were employed.
- Venkateswaran and Murugesan (2017) ‘Time delay and cost overruns of road over bridges (ROB) construction projects in India’ was examined. According to his research, building highways across bridges in India is a very complicated operation. In this study, both primary and secondary data are employed.
- BogumilTeminski (2015) titled’ Development Induced Displacement and Resettlement’ which was released by Ibidem Press in May 2015, highlighted the problems associated with development-induced relocation, with a focus on the social, humanitarian, and legal elements of the subject. Development-induced displacement and resettlement, or “DIDR,” is one of the main factors causing internal spatial mobility in the globe today. More than 15 million people are compelled to leave their homes each year in order to provide room for infrastructure related to economic development. Among the numerous potential causes are the building of dams and irrigation projects, the development of communication networks, urbanization and reurbanization, the extraction of transportation and mineral resources, forced evictions from urban areas, and population redistribution plans . Terminski seeks to portray the problem of displacement brought about by growth as a multifaceted, worldwide social issue that affects every part of the world. Human rights issues provide a challenge to both the institutions that provide humanitarian assistance and public international law.
- K.P. Bhatnagar, SatishBahadur, D,N, Agarwal, S.C. Gupta, Mudgal (1977) have

Come to a conclusion that “the road is one of the greatest fundamental institutions of mankind”. They also found that: roads are profound economic and social significance in the modern world — A good road system aids to agriculture, Indirectly it breaks up the isolation of villages. The provision of good roads and Transport facilities in rural areas foster the development of rural industries.

- Ethan Casadyo, his literature review ties together information from a wide variety of sources on the many aspects of road rehabilitation as it related to International Development project. This review covers issues related to rural communities and the environment, participatory community assessment, gender and transport, Road engineering and construction and road removal. “How to” training guides are discussed along with a broad range of resources on road rehabilitation.
- Kalim Siddiqui titled ‘Development and displacement’ in India; Reforming the economy toward sustainability, published by IOP publishing in 2012, revealed that displacement of human population from natural habitat result in a host of socioeconomic impacts. The study will focus on mainly farmers and Tribal community especially since the adoption of neoliberal economic reforms. For the rural people displacement is traumatic both in terms livelihood and Cultural point of view. The paper will analyze the issue of displacement of the Village that have been relatively isolated from the outside world. The Development induced displacement become important due to its impact on the Rural community through land alienation in the form of protest by the affected Communities. Study shows the socio-economic and environmental effects of these policies on the rural poor. Analysis of the reason for these changes point in many directions. Displacement, the loss of traditional livelihood of the rural Communities and environment destruction are the most prominent among them.

## **RESEARCH GAP**

Many people have studied about this topic development induced displacement. But this study is about development induced displacement in the context of national highway, It says more about the people who are suffering due to the national highway development project in Kottakkal Municipality. Although this study analyses people’s social and economic affairs, it pays attention to more social factors. And it learning about an ongoing

# **CHAPTER 3**

## **OVERVIEW**



## OVERVIEW

National highway projects that cause forced relocation are a major global problem that affect many towns across the world. These generic insights into the scope and effects of induced displacement are subject to significant regional and project-specific variations in specific data.

1. **Scale of Displacement:** Large-scale population displacement may result from national highway developments. For example, it's estimated that in India, between 1951 and 1990, highway construction operations uprooted nearly 30 million people (Source: World Bank).
2. **Regional Variances:** There are large regional variations in displacement. Over 1.3 million people were forced to relocate in China as a result of the building of the Three Gorges Dam and related roadways (Source: International Rivers)
3. **Social and Economic Impact:** Resettlement, loss of livelihood, and access to essential services are common obstacles faced by displaced communities. For instance, the BR-163 highway's construction in Brazil's Amazon resulted in the eviction of indigenous people and the deterioration of the ecosystem (Source: International Institute for ecosystem and Development).
4. **Legal and Human Rights Concerns:** There are a number of legal and human rights issues that might arise from induced displacement, such as the violation of indigenous land rights, inadequate compensation, and a lack of consultation. Numerous international research and reports have brought attention to these problems (Source: Human Rights Watch, Amnesty International).
5. **Mitigation Efforts:** Better compensation systems, community engagement, and the execution of relocation plans are some of the measures taken to lessen the effects of displacement. These actions are meant to promote sustainable development while reducing adverse consequences on the impacted communities (Source: World Bank, United Nations).

In general, the forced relocation brought about by national highway projects highlights the delicate balance that must be struck worldwide between the advancement of infrastructure, economic expansion, and the defence of communities and human rights.

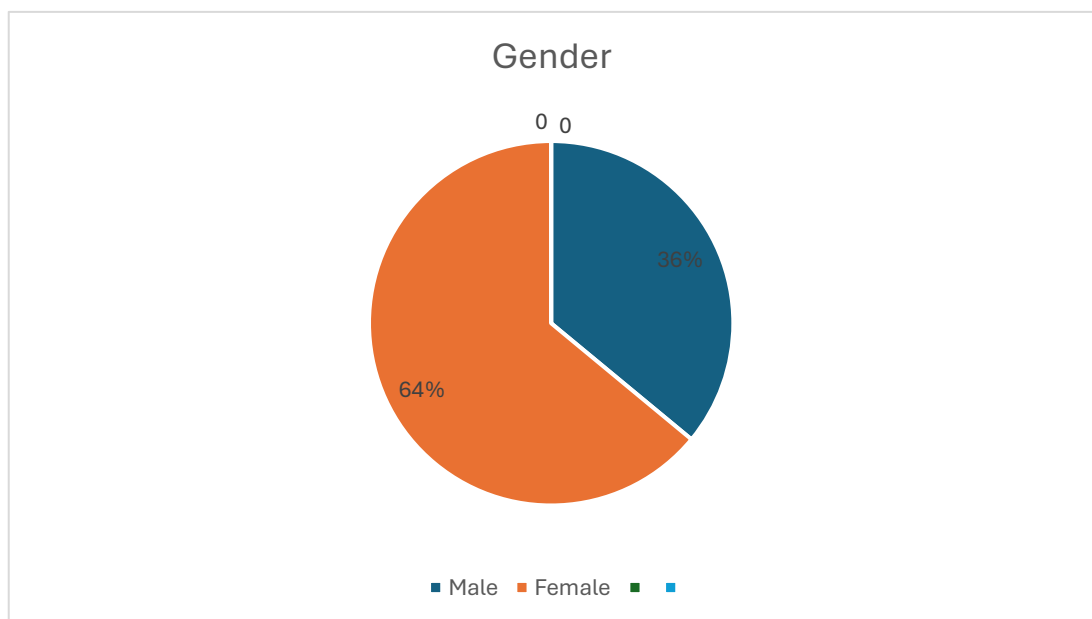
**CHAPTER 4**  
**DATA ANALYSIS AND INTERPRETATION**

**Table 4.1 GENDER RATIO OF RESPONDERS**

<b>GENDER</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Male	32	64%
Female	18	36%

Source :primary data

**Figure 4.1 GENDER RATIO OF RESPONDERS**



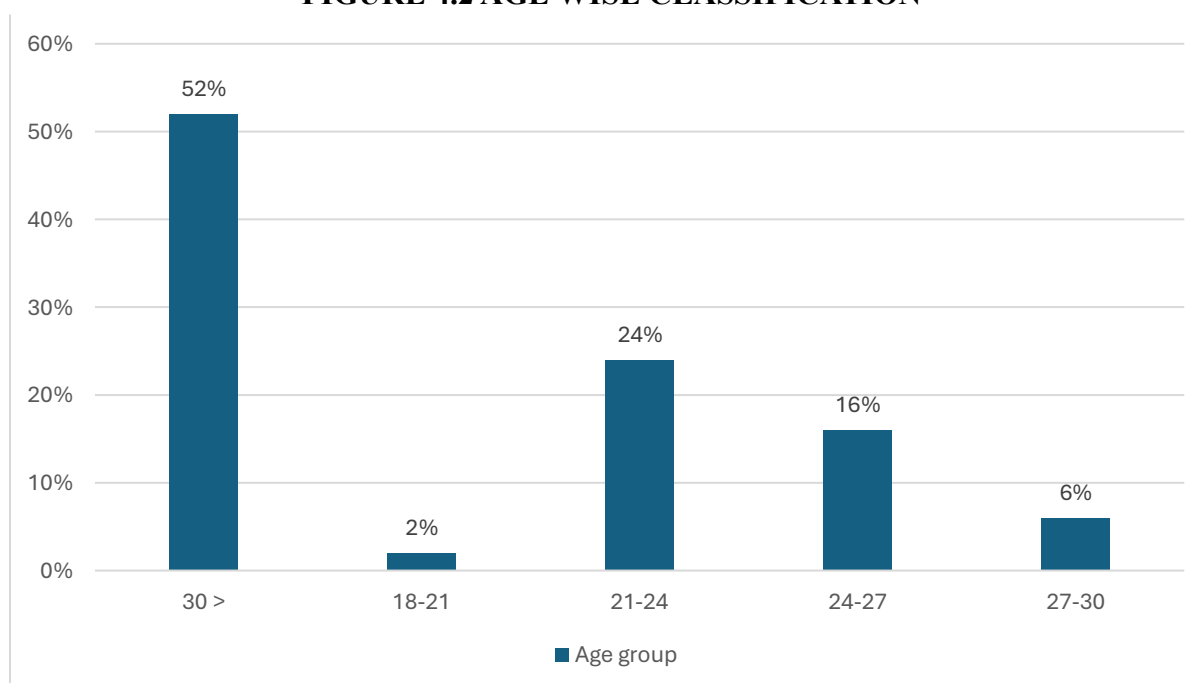
The respondents' gender distribution is as follows Male responders are 32.and Female participants are 18. In Another words it shows that 36% of respondents are female and 64% of respondents are male. Male respondent are much more when compared to Female respondents.

**TABLE.4.2 AGE WISE CLASSIFICATION**

AGE GROUP	NO. OF RESPONDENTS	PERCENTAGE
18-21	1	2%
21-24	12	24%
24-27	8	16%
27-30	3	6%
30 >	26	52%

Source : Primary data

**FIGURE 4.2 AGE WISE CLASSIFICATION**



### **Interpretation**

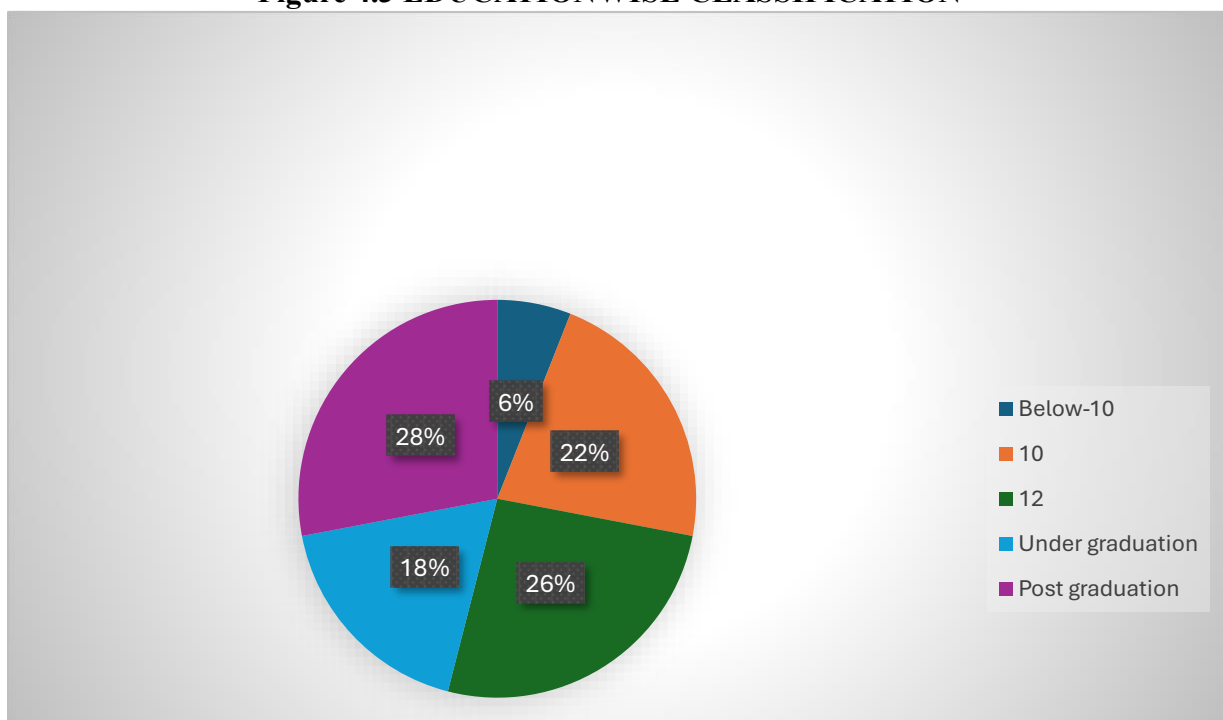
This indicates that responders are primarily (52%) over 30 years old, with lesser percentages in younger age groups.

**Table 4.3 EDUCATIONWISE CLASSIFICATION**

QUALIFICATION	NO. OF RESPONDEND	PERCENTAGE
Below-10	3	6%
10	11	22%
12	13	26%
Under graduation	9	18%
Post graduation	14	28%

Source : Primary data

**Figure 4.3 EDUCATIONWISE CLASSIFICATION**



### Interpretation

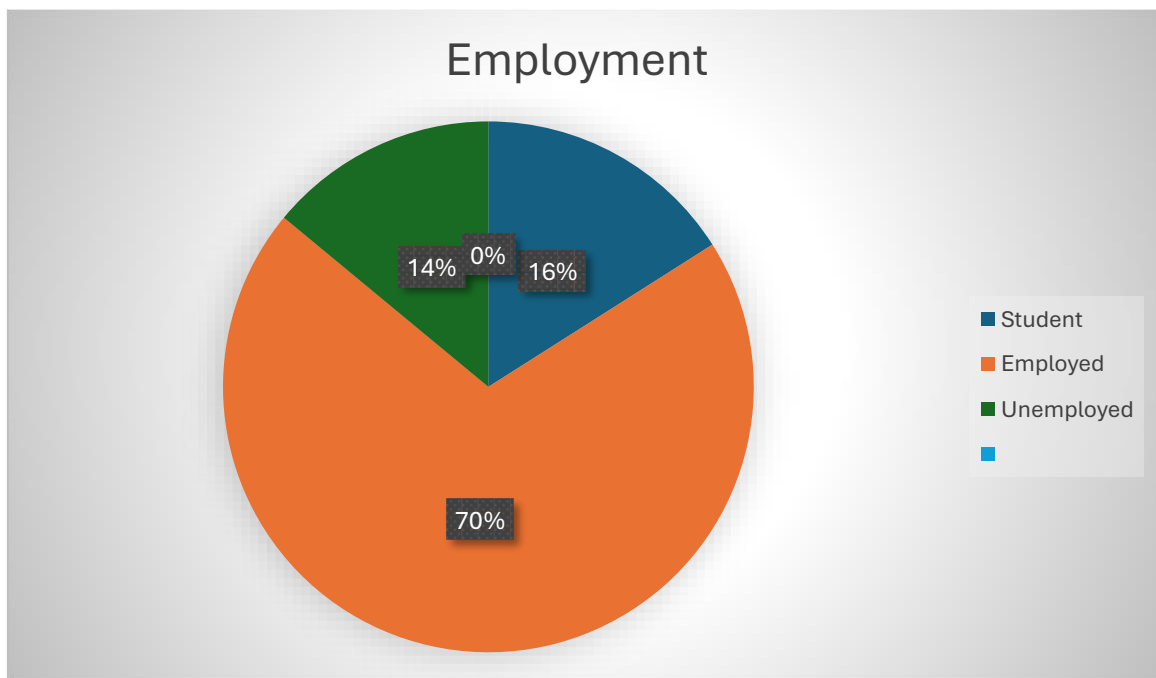
This demonstrates a wide range of educational backgrounds; the largest group is made up of postgraduates (28%), closely followed by those who only completed the 12<sup>th</sup> grade (26%). 6% respondents are Below 10<sup>th</sup> standard. And 22% are 10<sup>th</sup> standard.

**TABLE 4.4 PROFESSION**

<b>PROFFESION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Students	8	16%
Employed	35	70%
Unemployed	7	14%

Source : Primary data

**FIGURE.4.4 PROFESSION**



**Interpretation**

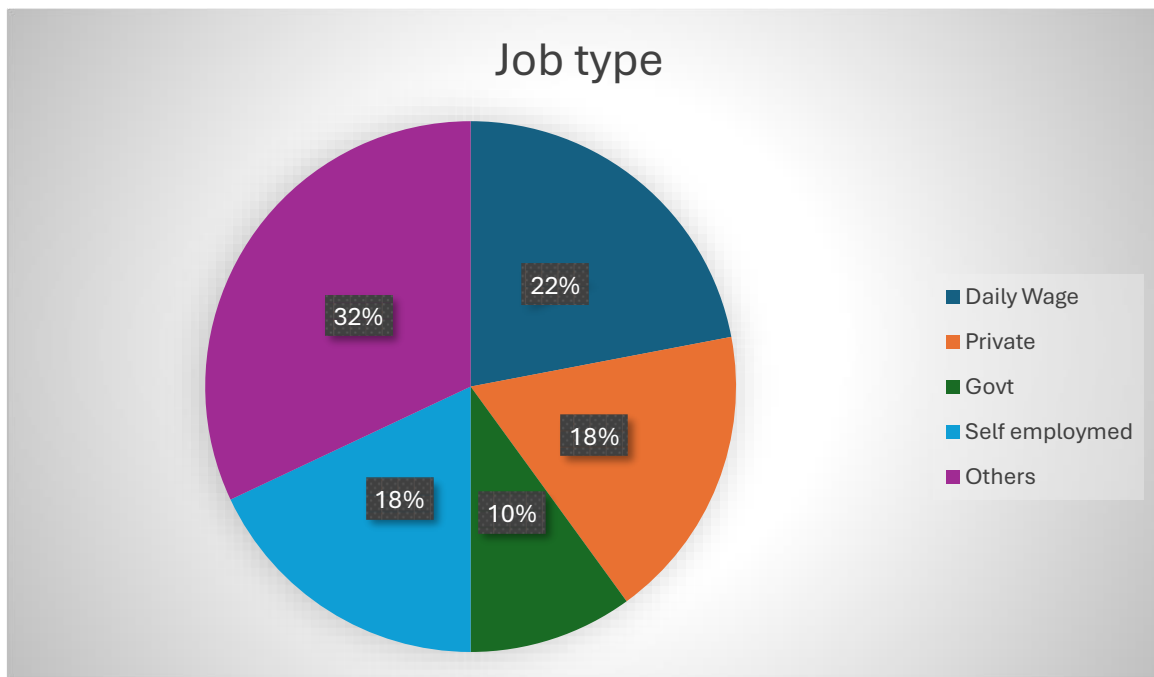
This shows that 70% of people are working, compared to 16% who are students and 14% who are unemployee. Other hand more respondents are employers.

**TABLE 4.5 TYPE OF JOB**

<b>JOB TYPE</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Daily Wage	11	22%
Private job	9	18%
Government job	5	10%
Self employed	9	18%
Others	16	32%

Source : Primary data

**FIGURE. 4.5 TYPE OF JOB**



**Interpretation**

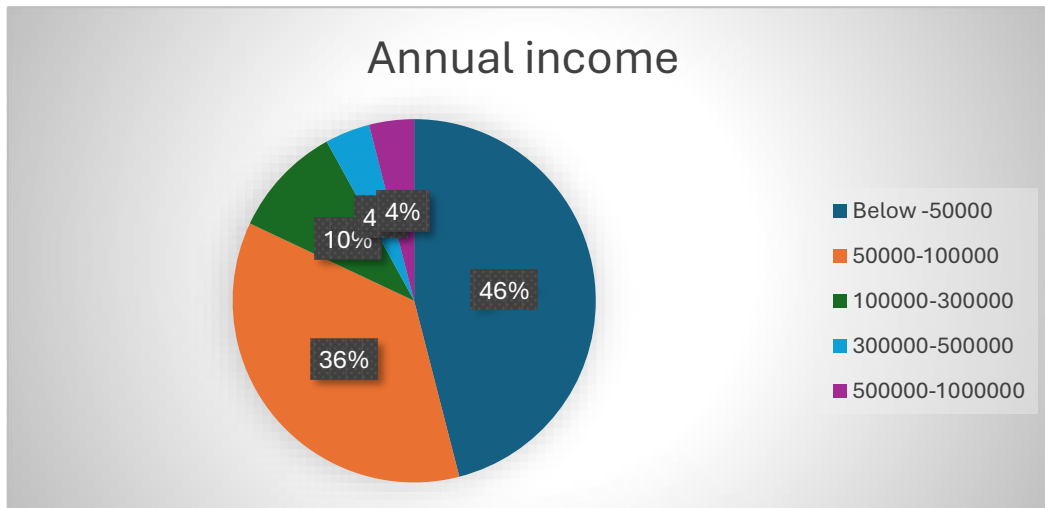
Others” accounts for 32% of all jobs, with daily wage workers coming in second at 22%. The percentage of self-employed and private workers is 18%, compared to 10% for government personnel.

**TABLE 4.6 ANNUAL INCOME**

ANNUAL INCOME	NO. OF RESPONDENTS	PERCENTAGE
Below -50000	23	46%
50000-100000	18	36%
100000-300000	5	10%
300000-500000	2	4%
500000-1000000	2	4%

Source : Primary data

**FIGURE 4.6 ANNUAL INCOME**



**Interpretation**

36% of respondents earn between 50,000 and 100,000 annually, while nearly half (46%) make less than 50,000. Only 18% of people make more than 100,000 a year.

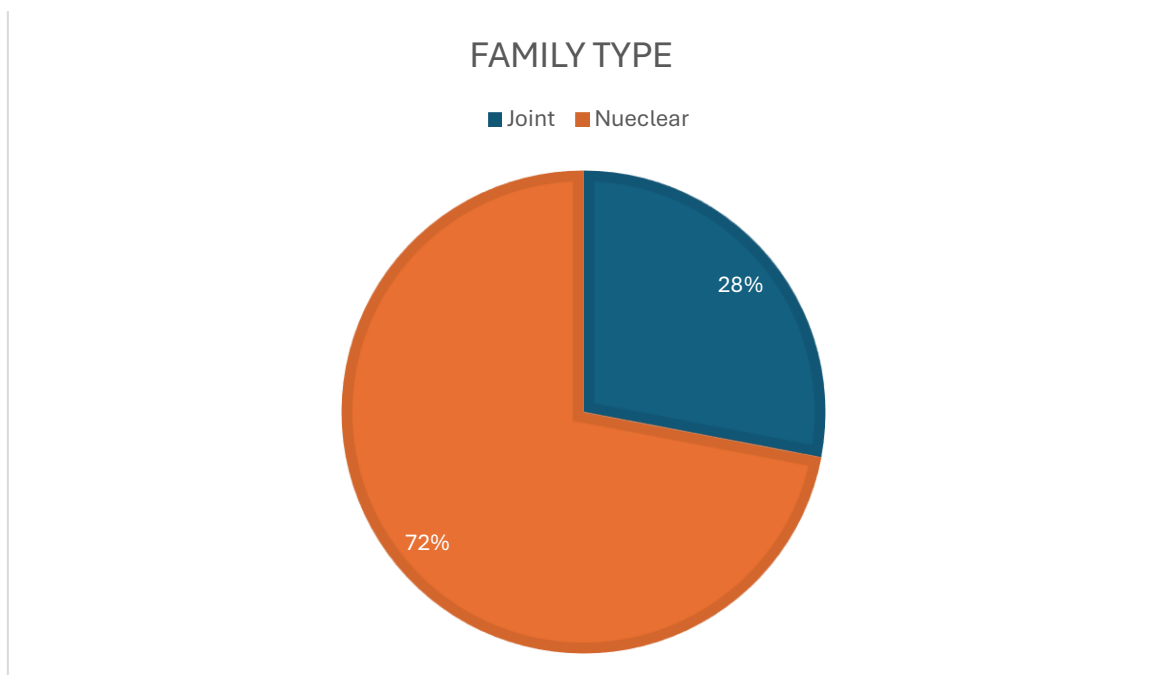


**TABLE 4.7 FAMILY TYPE**

<b>FAMILY TYPE</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Joint family	14	28%
Nuclear family	36	72%

Source : Primary data

**FIGURE 4.7 FAMILY TYPE**



**Interpretation**

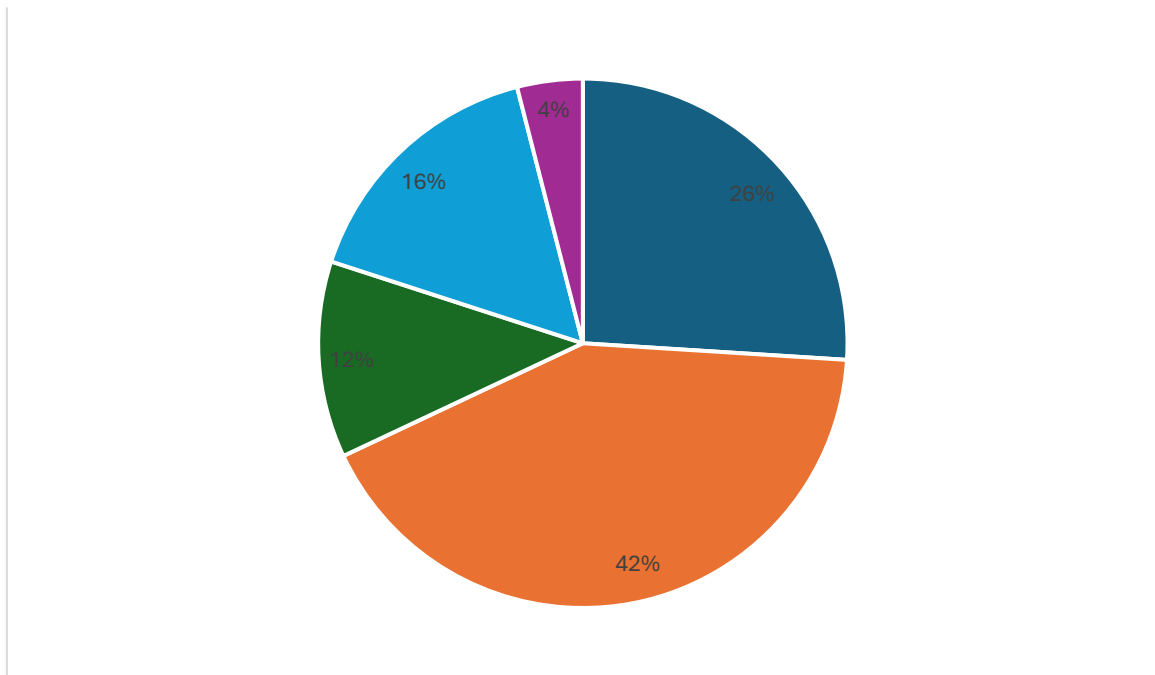
According to the data, 28% of respondents live in joint families and 72% of respondents live in nuclear households. It represents more peoples in living in nuclear family conditions compared to joint family condition.

**TABLE 4.8 FAMILY MEMBERS**

<b>FAMILY MEMBERS</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
1-3	13	26%
3-5	21	42%
5-7	6	12%
7-10	8	16%
10 above	2	4%

Source : Primary data

**FIGURE 4.8 FAMILY MEMBERS**



**Interpretation**

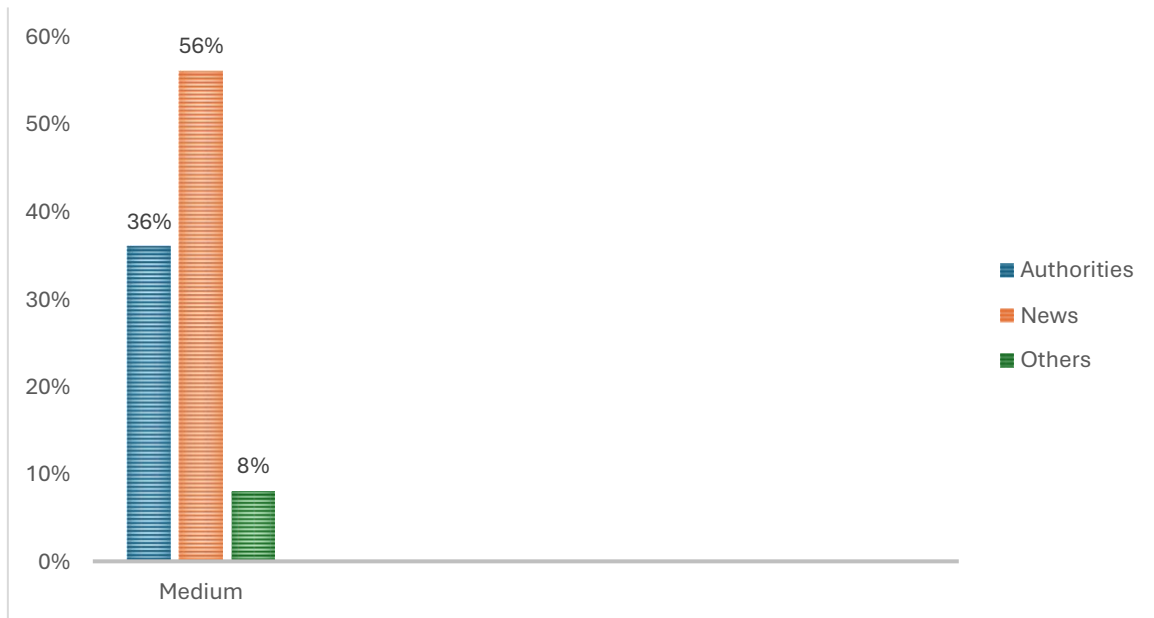
The majority of families (42%) have 3-5 members. Smaller families with 1-3 members make up 26%, while larger families of 7-10 members constitute 16%. Only 4% of families have more than 10 members.

**TABLE 4.9 SOURCE OF INFORMATION**

SOURCE	NO. OF RESPONDENTS	PERCENTAGE
News	18	36%
Authorities	28	56%
Others	4	8%
Social media	0	0%

Source : Primary data

**FIGURE 4.9 SOURCE OF INFORMATION**



### **Interpretation**

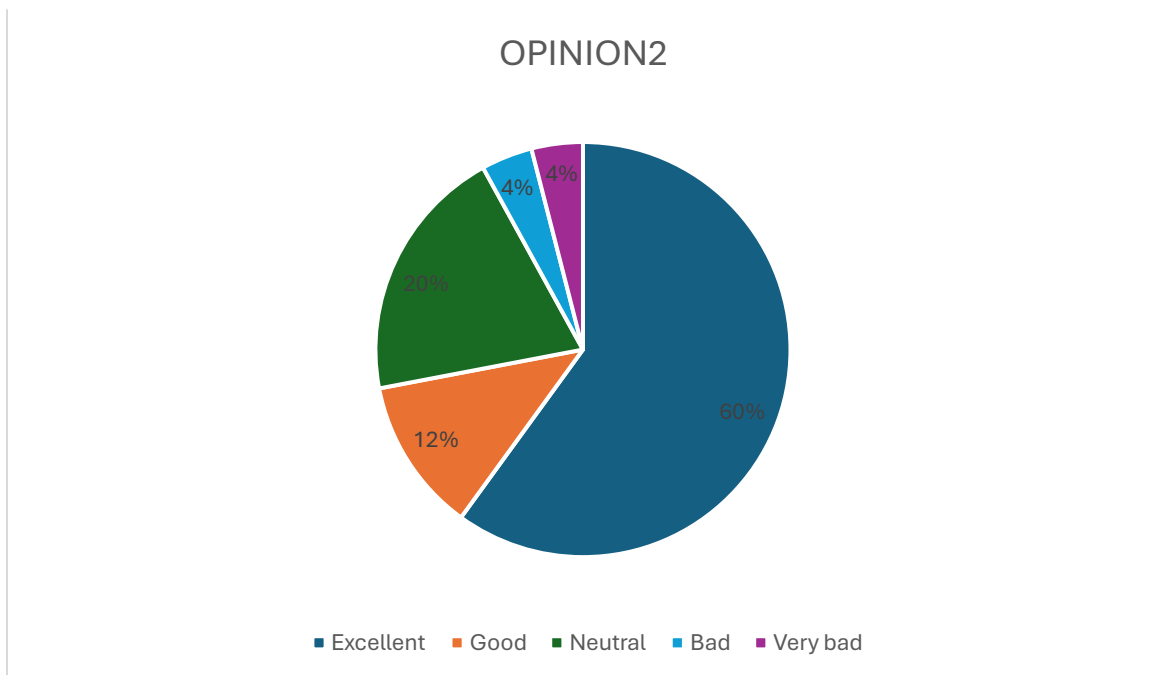
The majority of individuals (56%) found out about the national highway development project from Authority sources, followed by the media (36%), and other sources (8%).

**TABLE 4.10 ATTITUDE TOWARDS THE HIGHWAY EXPANSION PROJECT**

<b>OPINION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Excellent	30	60%
Good	6	12%
Neutral	10	20%
Bad	2	4%
Very bad	2	4%

Source : Primary data

**FIGURE 4.10 ATTITUDE TOWARDS THE HIGHWAY EXPANSION PROJECT**



### **Interpretation**

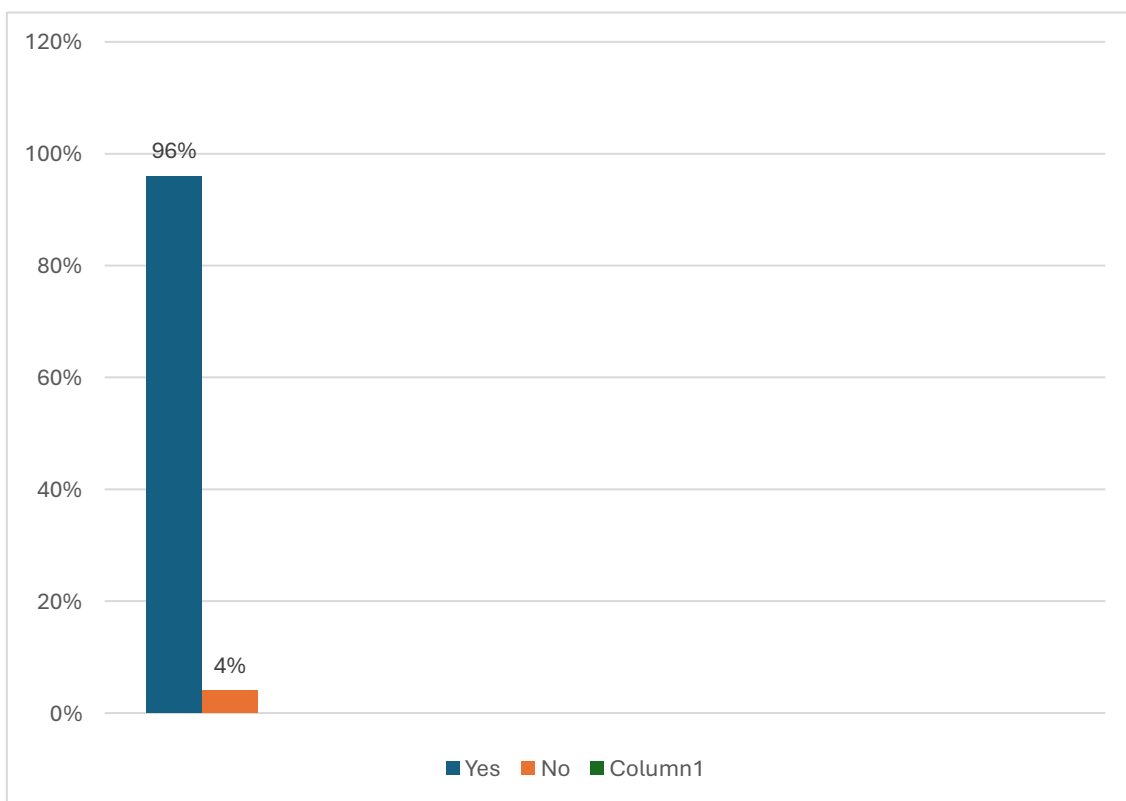
The majority of respondents, 60%, have an excellent opinion of the highway expansion project. A smaller group, 12%, considers it good. Meanwhile, 20% of respondents feel neutral about the project. Only a minor segment, 4%, views the project as bad. Another 4% think it is very bad. Overall, the project has predominantly positive support.

**TABLE 4.11. NO.OF RESPONDENTS TO WILLING TO GIVE UP LAND**

<b>OPINION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Yes	48	96%
No	2	4%

Source : Primary data

**FIGURE 4.11 NO. OF RESPONDENTS TO WILLING TO GIVE UP LAND**



### **Interpretation**

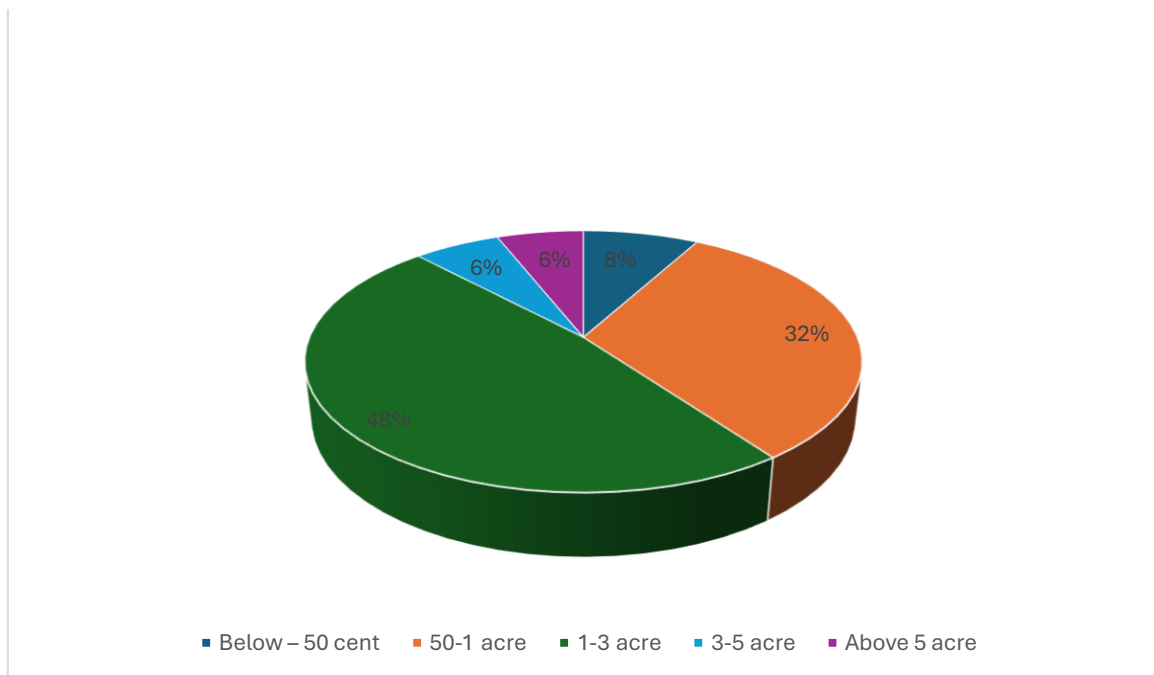
This table shows that majority of peoples (96%)are willing to give up land for the project. And 4% not to willing to give-up land.

**TABLE 4.12 UNITS OF LAND.**

UNIT	NO.OF RESPONDENTS	PERCENTAGE
Below – 5 cent	4	8%
5-10 cent	16	32%
10-15 cent	24	48%
15-20 cent	3	6%
Above 20 cent	3	6%

Source : Primary data

**FIGURE 4.12 UNIT OF LAND**



### **Interpretation**

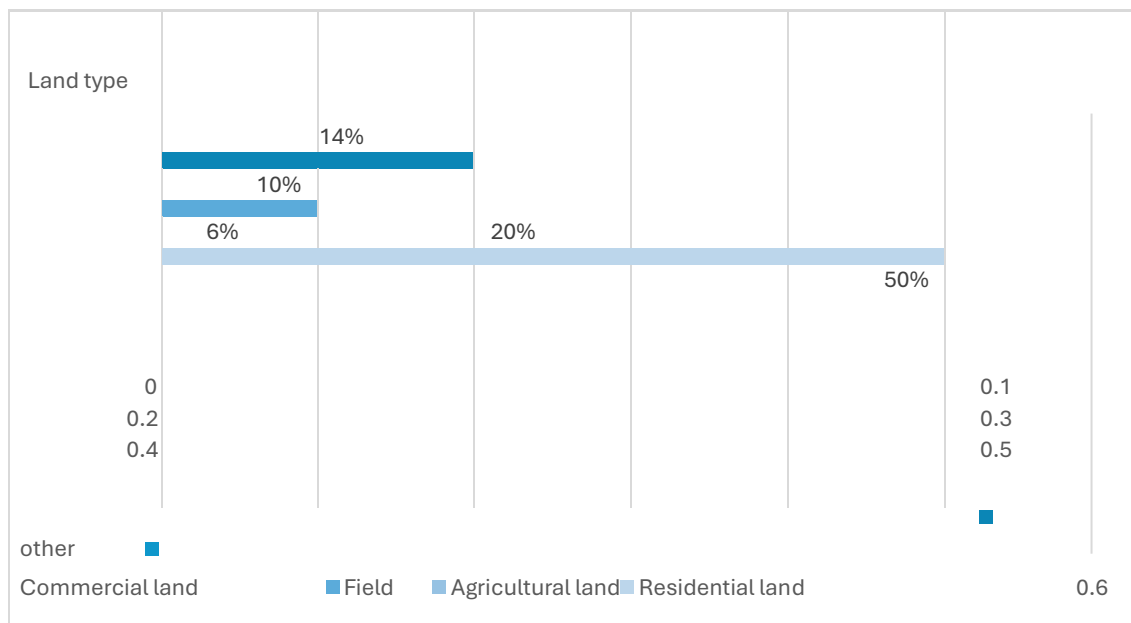
Land areas for a national highway project are categorized using the following data: 8% below 5 cents, 32% between 5 and 10 cents, 48% between 10 and 15 cents, 6% between 15 and 20 cents, and 6% over 20 cents.

**TABLE 4.13 TYPE LOST LANDS**

LAND TYPE	NO. OF RESPONDENTS	PERCENTAGE
Residential land	25	50%
Agricultural land	3	6%
Field	5	10%
Commercial land	10	20%
Other	7	14%

Source : Primary data

**FIGURE 4.13 TYPE OF LOST LANDS**



**Interpretation**

According to the data, respondents lost a variety of land types: 50% lost residential land, 20% lost commercial land, while lower numbers (10%) and (6%) lost fields and agricultural land. A further 14% stated they have lost different kinds of land,

## STATISTICAL APPLICATION

Garratt ranking was developed by Dr.Garratt. Garratt ranking is the method used to evaluate and ranking policy instrument or options on their potential effectiveness in achieving a specific policy goal or objectives.

	<b>FORMULA</b>	<b>PERCENTAGE</b>	<b>SCORE</b>	<b>AVERAGE</b>	<b>RANK</b>
Residential land	$100(1-.5)/N$	10	76	26.93	1
Agricultural land	$100(2-.5)/N$	30	61	25.28	5
Field	$100(3-.5)/N$	50	50	24.73	4
Commercial land	$100(4-.5)/N$	70	40	26.21	2
Others	$100(5-.5)/N$	90	25	23.15	3

### Interpretation

The table ranks different land categories based on their importance. Residential land holds the highest rank (1<sup>st</sup>), indicating its top priority. Commercial land follows closely, ranked 2<sup>nd</sup>. Agricultural land is ranked 5<sup>th</sup>, showing moderate significance. Fields are ranked 4<sup>th</sup>, indicating a lower priority. Finally, other categories are ranked lowest at 3<sup>rd</sup>, reflecting their minimal importance compared to the others.

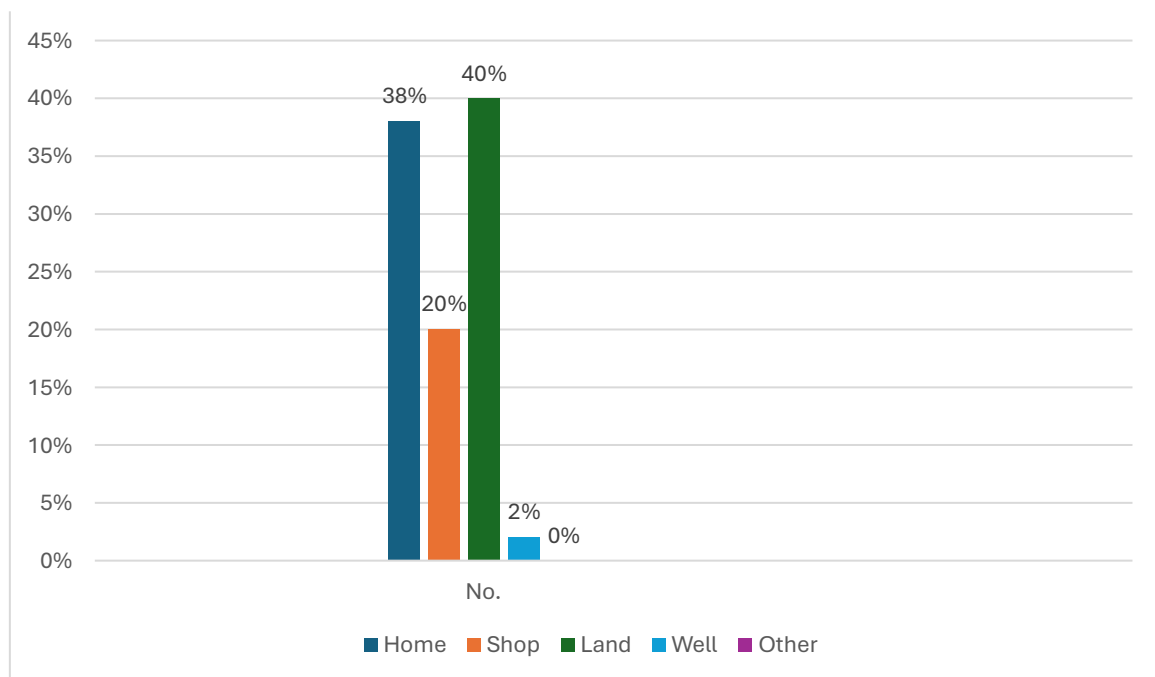


**TABLE 4.14 PROBLEMS WITHIN NATIONAL HIGHWAY EXPANSION**

ASSET	NO. OF RESPONDENTS	PERCENTAGE
Destroy Home	19	38%
Destroy Shop	10	20%
Lost Land	20	40%
Destroy Well	1	2%
Other	0	0%

Source : Primary data

**FIGURE 4.14 PROBLEMS WITHIN NATIONAL HIGHWAY EXPANSION**



### Interpretation

38% reported their homes were destroyed (19 respondents).20% reported their shops were destroyed (10 respondents).40% lost their land (20 respondents).2% reported their wells were destroyed (1 respondent).0% reported other types of losses.

### STATISTICAL APPLICATION

ASSET	FOMULA	PERCENTAGE	SCORE	AVERAGE	RANK
Destroy Home	$100(R-.5)/N$	10	76	27.92	2
Destroy Shop	$100(R-.5)/N$	30	61	24.79	3
Lost Land	$100(R-.5)/N$	50	50	27.95	1
Destroy Well	$100(R-.5)/N$	70	40	22.01	4
Other	$100(R-.5)/N$	90	25	21.15	5

#### Interpretation

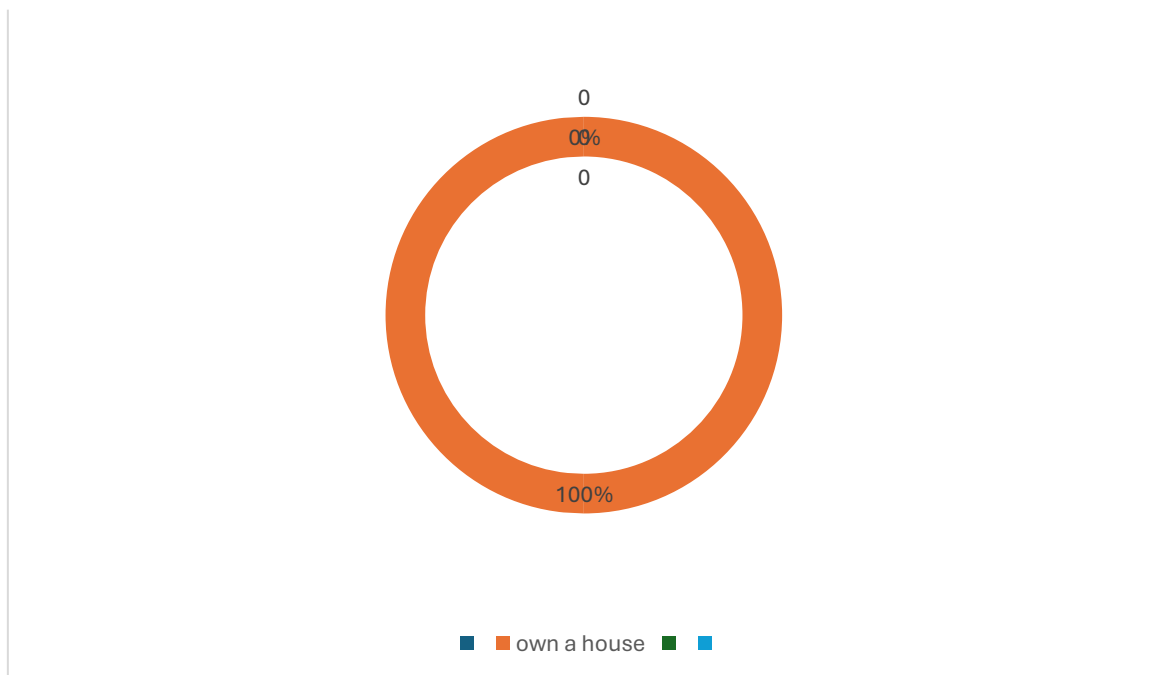
In this data, lost land has 1<sup>st</sup> rank with 27.9 average. And destroy home has 2<sup>nd</sup> rank with 27.92 average. Destroy shop has only 3<sup>rd</sup> rank with 24.79 average. Destroy well and other assets are in fourth and fifth rank respectively. Here we use  $100(-.5)/N$  formula for the statistical application.

**TABLE 4.15. STATUS OF OWNRESIDENCE**

<b>STATUS</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Yes	0	0
No	50	100%

Source : Primary data

**FIGURE 4.15 STATUS OF OWN RESIDENCES**



**Interpretation**

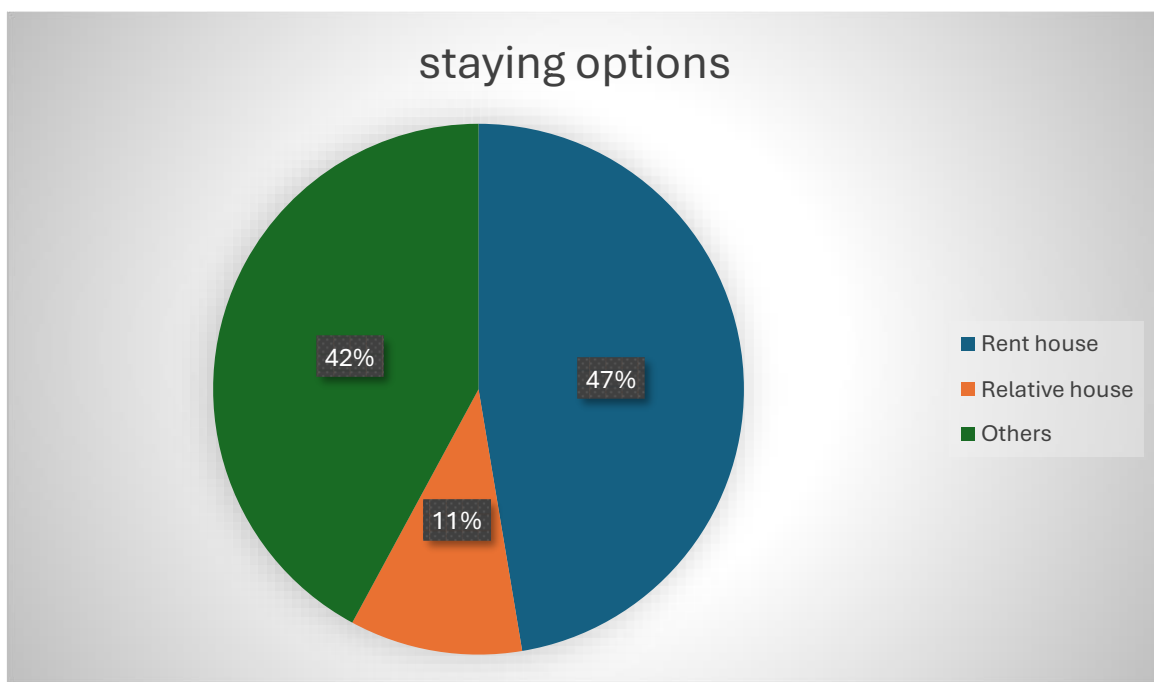
According to this data, all respondents (100%) who departed from their houses do not currently own a home

**TABLE 4.16 CURRENT STATUS OF RESIDENCE**

<b>OPTIONS</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Rent house	9	47%
Relative house	2	11%
Others	8	42%

Source : Primary data

**FIGURE 4.16 CURRENT STATUS OF RESIDENCE**



**Interpretation**

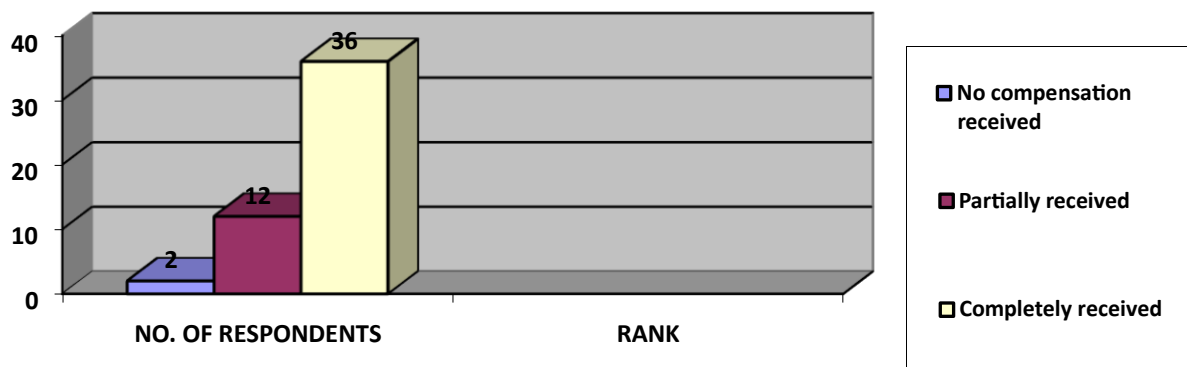
According to the data, 47% of people rent houses, 11% stay with relatives, and 42% find other lodging.

**TABLE 4.17. COMPENSATION STATUS**

STATUS	NO. OF RESPONDENTS	PERCENTAGE
No compensation received	2	4%
Partially received	12	24%
Completely received	36	72%

Source : Primary data

**FIGURE 4.17. COMPENSATION STATUS**



**Interpretation**

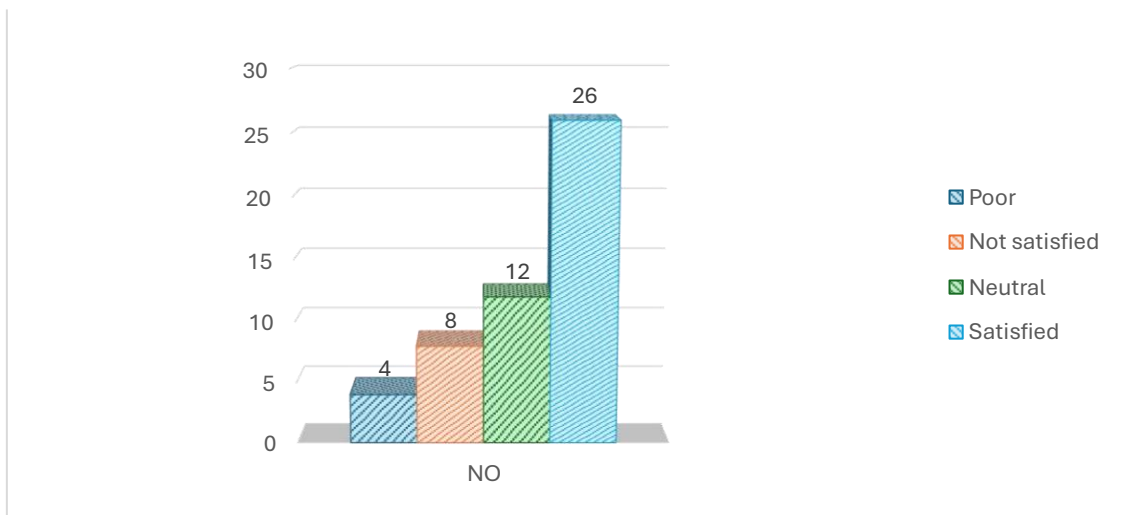
4% (2 respondents) reported receiving no compensation. 24% (12 respondents) reported receiving partial compensation. 72% (36 respondents) reported receiving full compensation. A significant majority, over two-thirds, received complete compensation- Nearly one-quarter received only part of the compensation due.- A small minority, 4%, received no compensation at all.

**TABLE 4.18. SATISFACTION WITH COMPENSATION**

<b>SATISFACTION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Poor	4	8%
Not satisfied	8	16%
Neutral	12	24%
Satisfied	26	52%

Source : Primary data

**FIGURE 4.18 SATISFACTION WITH COMPENSATION**



### **Interpretation**

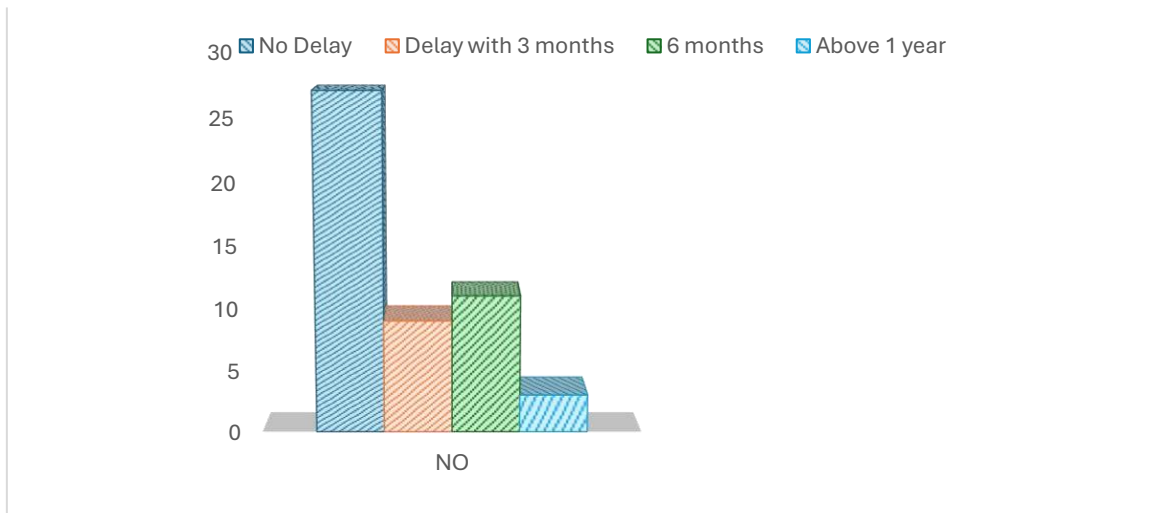
From the data, we can say that 52% of respondents satisfied with the compensation. And 24% have neutral opinion. 16% of respondents have not satisfied with compensation. 8% has poor opinion to compensation.

**TABLE 4.19.COMPENSATION DELAY**

<b>DELAY</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
No Delay	27	54%
Delay with 3 months	9	18%
6 months	11	22%
Above 1 year	3	6%

Source : Primary data

**FIGURE 4.19COMPENSATION DELAY**



**Interpretation**

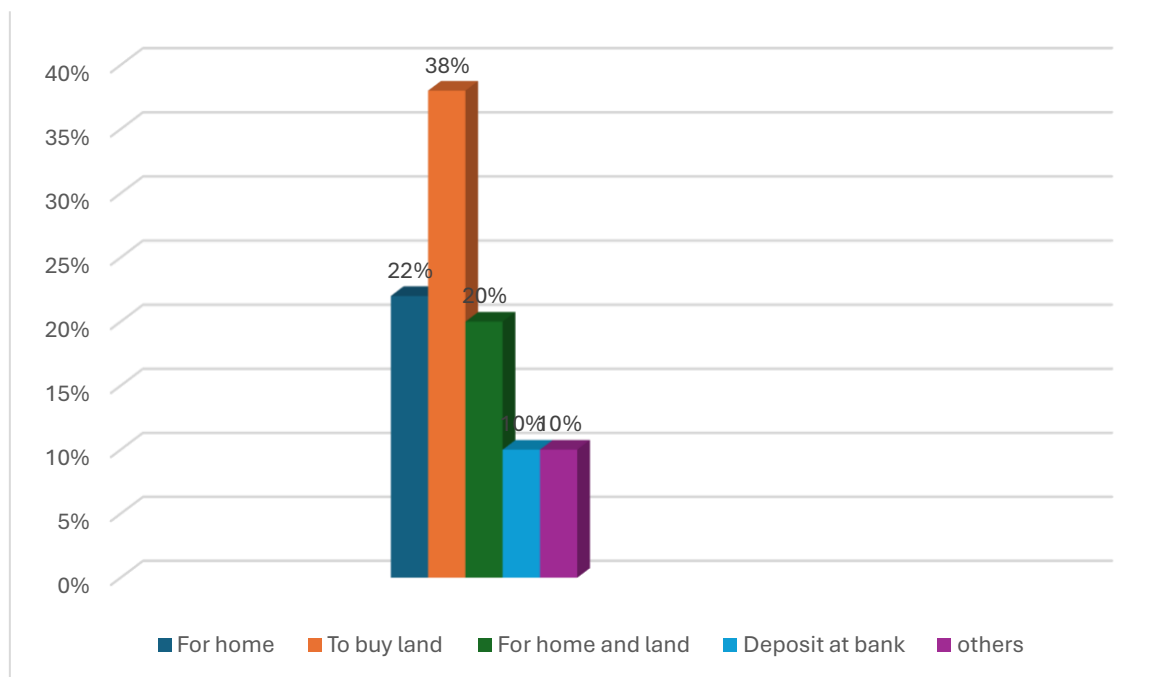
From the data, 54% of respondents do not face any delay to compensation. 18% of respondents face 1 month of delay. 22% respondents face 6 month of delay. 6% of respondents face more than 1 year delay to the compensation.

**TABLE 4.20. TYPE OF PURPOSES**

SPENT FOR	NO. OF RESPONDENTS	PERCENTAGE
For home	11	22%
To buy land	19	38%
For home and land	10	20%
Deposit at bank	5	10%
Others	5	10%

Source : Primary data

**FIGURE 4.20 TYPE OF PURPOSES**



### Interpretation

Among the respondents, 22% spent their compensation on homes, total 11 individuals. A larger portion, 38%, used their funds to buy land, involving 19 people. Meanwhile, 20% allocated their compensation to both homes and land, accounting for 10 respondents. Additionally, 10% deposited their compensation in a bank, which includes 5 individuals. Another 10% used their funds for other purposes, also total 5 respondents. This distribution highlights varied spending priorities among the respondents.



### STATISTICAL APPLICATION

SPEND FOR	FORMULA	PERCENTAGE	SCORE	AVERAGE	RANK
Home	$100(R-.5)/N$	10	76	25.76	2
Land	$100(R-.5)/N$	30	61	28.66	1
Home & land	$100(R-.5)/N$	50	50	25.57	3
Bank deposi90p-	$100(R-.5)/N$	70	40	23.32	5
Others	$100(R-.5)/N$	90	25	23.58	4

#### Interpretation

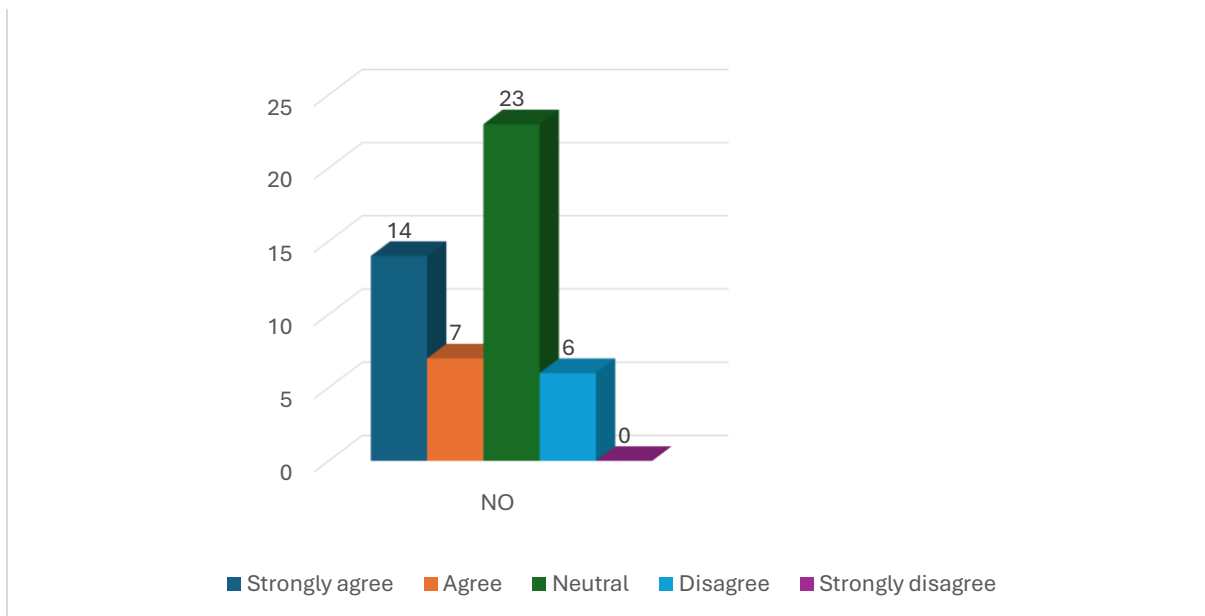
22% spent their compensation on homes, total 11 individuals I has 2<sup>nd</sup> rank. A larger portion, 38%, used their funds to buy land, involving 19 people it consist of 1<sup>st</sup> rank. Meanwhile, 20% allocated their compensation to both homes and land, accounting for 10 respondents it is the 3<sup>rd</sup> rank. Additionally, 10% deposited their compensation in a bank, which includes 5 individuals it consist 5<sup>th</sup> rank. Another 10% used their funds for other purposes, also total 5 respondents it is he 4<sup>th</sup> rank. This distribution highlights varied spending priorities among the respondents.

**TABLE 4.21. OPINION REGARDING COMPENSATION**

<b>OPINION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Strongly agree	14	28%
Agree	7	14%
Neutral	23	46%
Disagree	6	12%
Strongly disagree	0	0%

Source : Primary data

**FIGURE 4.21 OPINION REGARDING COMPENSATION**



**Interpretation**

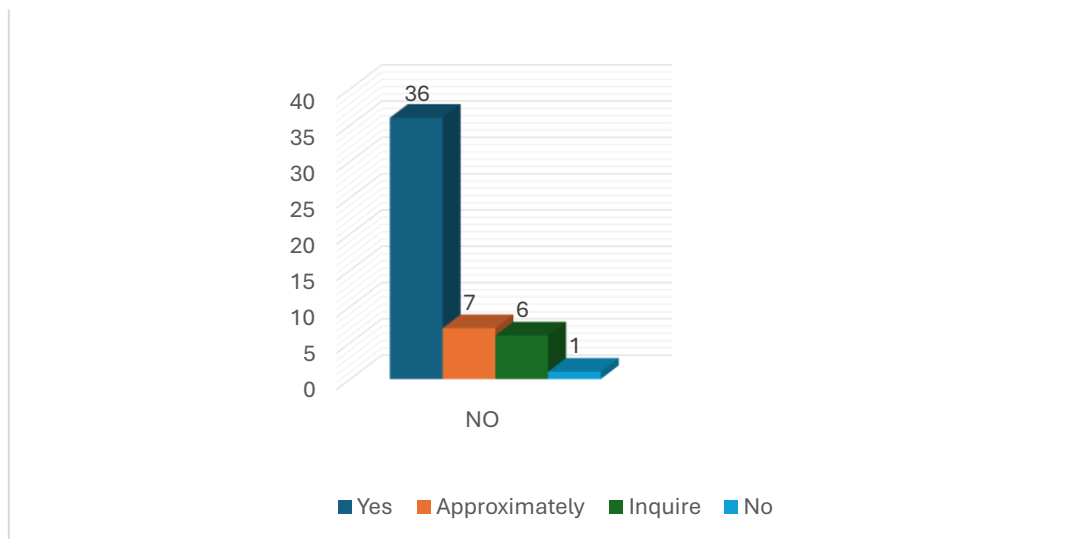
46% of respondents has neutral opinion in compensation. 28 per cent of respondents has strongly opinion to compensation. 14% respondents agree with opinion. 12% of respondents disagree with opinion.

**TABLE 4.22. PRESENT STATUS OF NEW SHELTER**

<b>NEW SHELTER</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Yes	36	72%
Approximately	7	14%
Inquire	6	12%
No	1	2%

Source : Primary data

**FIGURE 4.22 PRESENT STATUS OF NEW SHELTER**



### **Interpretation**

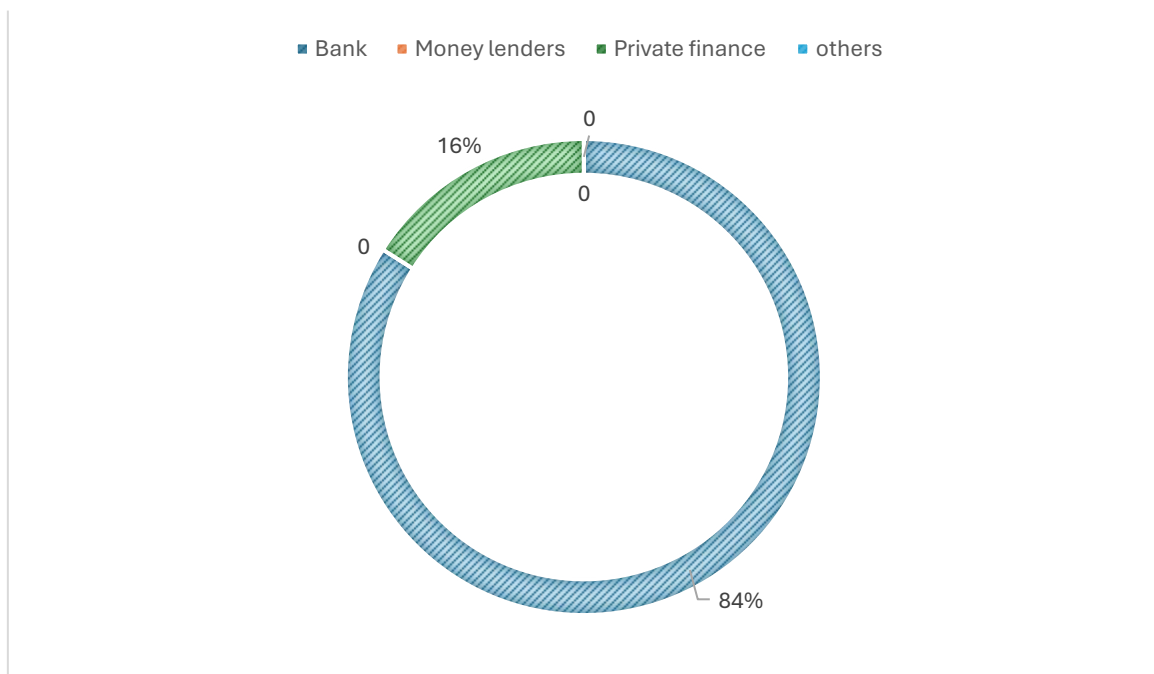
Considering the data, 72% of respondents have found land for new shelter. 14% of respondents approximately found new shelter. 12% of respondents inquire with new shelter. And 2% of respondents have no new shelter yet.

**TABLE 4.23. SOURCE OF ADEQUATE AMOUNT**

AMOUNT FROM	NO. OF RESPONDENTS	PERCENTAGE
Bank	16	84%
Money lenders	0	Nil
Private finance	3	16%
others	0	nil

Source : Primary data

**FIGURE 4.23SOURCE OF ADEQUATE AMOUNT**



**Interpretation**

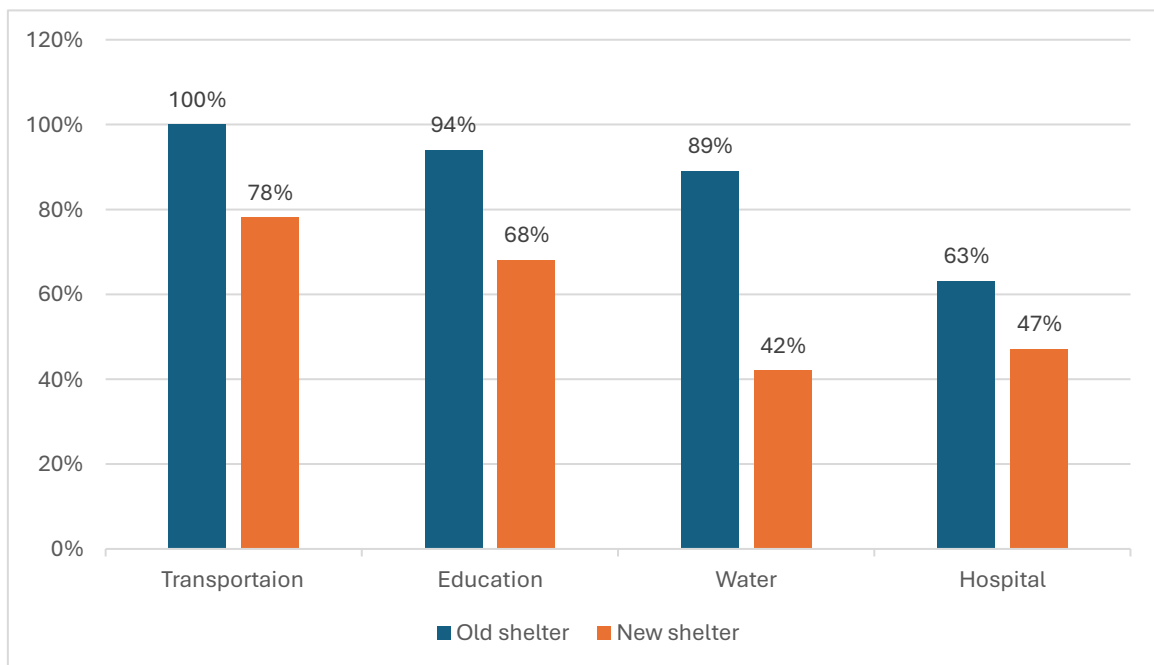
Considering the data: - 84% of those surveyed said banks are the primary source for obtaining adequate amount. 16% made use of possibilities for private financing. – None of the respondents used moneylenders or other sources

**TABLE 4.24 AVAILABLE FACILITIES**

	Transportation	Percentage	Education	Percentage	water	percentage	Hospital	percentage
Facilities in old shelter	19	100%	18	94%	17	89%	12	63%
Facilities in new shelter	15	78%	13	68%	8	42%	9	47%

Source : Primary data

**FIGURE 4.24 AVAILABLE FACILITIES**



### Interpretation

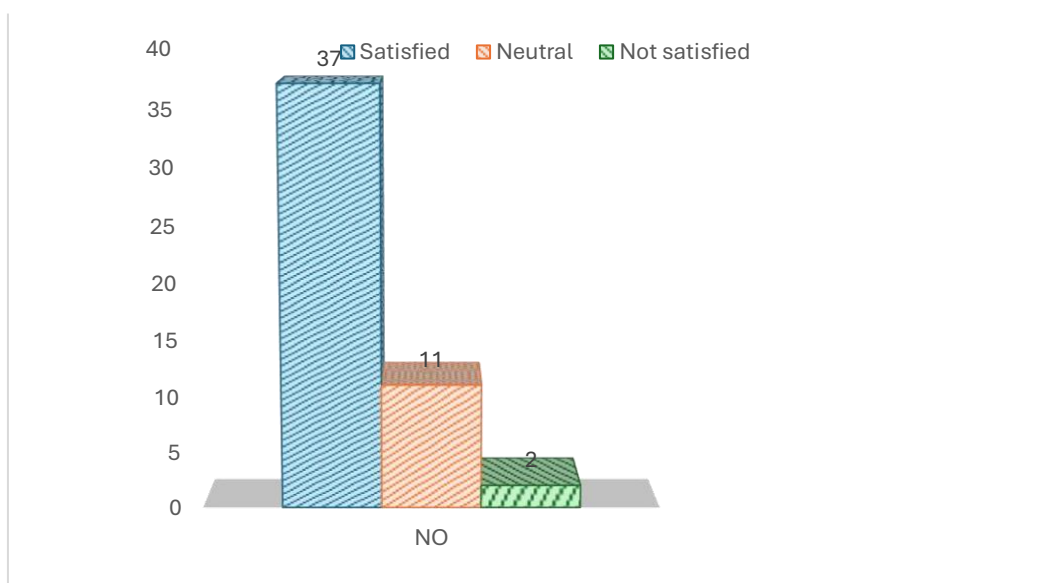
In the old shelter, transportation facilities were available to 100% of respondents, education facilities to 94%, water facilities to 89%, and hospital facilities to 63%. In contrast, the new shelter saw a decline in the availability of these facilities: transportation was available to 78% of respondents, education to 68%, water to 42%, and hospital facilities to 47%. This indicates a significant reduction in the accessibility of essential services in the new shelter compared to the old shelter.

**TABLE 4.25.SATISFACTION WITH NEW SHELTER**

<b>SATISFACTION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Satisfied	37	74%
Neutral	11	22%
Not satisfied	2	4%

Source : Primary data

**FIGURE 4.25 SATISFACTION WITH NEW SHELTER**



### **Interpretation**

From the figure we can find that 74% of respondents are satisfied with their new shelter. 22% of respondents neutrally responded and 4% of respondents not satisfied with new shelter.

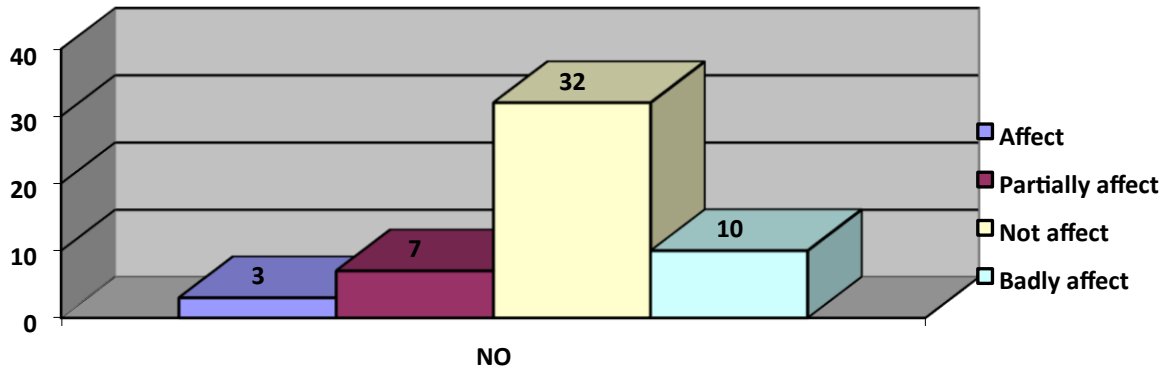
Here we take 50 samples for the testing.

**TABLE 4.26. EMPLOYMENT AND DISPLACEMENT**

<b>OPINION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Affect	3	6%
Partially affect	7	14%
Not affect	32	64%
Badly affect	10	20%

Source : Primary data

**FIGURE 4.26EMPLOYMENT AND DISPLACEMENT**



### **Interpretation**

Regarding the impact of displacement on employment, 6% of respondents (3 individuals) felt it affected them, while 14% (7 individuals) reported partial effects. A majority, 64% (32 individuals), stated that it did not affect them at all. Meanwhile, 20% (10 individuals) indicated that displacement badly affected their employment. This suggests that although a significant portion did not experience adverse effects, a notable minority did face partial or severe impacts on their employment.

### STATISTICAL APPLICATION

OPINION	FORMULA	PERCENTAGE	SCORE	AVERAGE	RANK
Affected	$100(R-.5)N$	12.5	73	22.03	4
Partially affected	$100(R-.5)N$	37.5	57	23.37	3
Not affected	$100(R-.5)N$	62.5	44	32.39	1
Badly affected	$100(R-.5)N$	87.5	28	24.22	2

#### Interpretation

From statistical application of the study employment and displacement we clearly know that displacement does not affect the employment. Here we get average of 32.39.

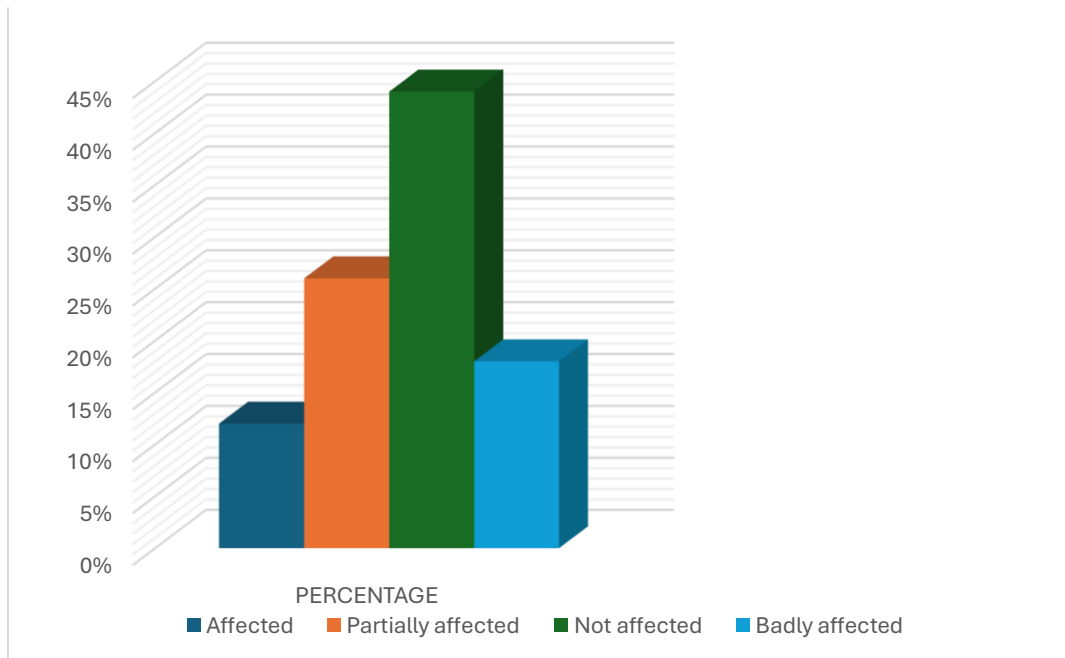


**TABLE 4.27. EDUCATION AND DISPLACEMENT**

<b>OPINION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Affected	6	12%
Partially affected	13	26%
Not affected	22	44%
Badly affected	9	18%

Source : Primary data

**FIGURE 4.27 EDUCATION AND DISPLACEMENT**



### **Interpretation**

Regarding the impact of displacement on education, 12% of respondents (6 individuals) felt it affected them, while 26% (13 individuals) reported partial effects. A majority, 44% (22 individuals), stated that it did not affect them at all. Meanwhile, 18% (9 individuals) indicated that displacement badly affected their education. This suggests that although a significant portion did not experience adverse effects, a notable minority did face partial or severe impacts on their education.

### STATISTICAL APPLICATION

OPINION	FORMULA	PERCENTAGE	SCORE	AVERAGE	RANK
Affected	$100(R-.5)/N$	12.5	73	21.84	4
Partially affected	$100(R-.5)/N$	37.5	57	26.15	2
Not affected	$100(R-.5)/N$	62.5	44	29.82	1
Badly affected	$100(R-.5)/N$	87.5	28	23.77	3

#### Interpretation

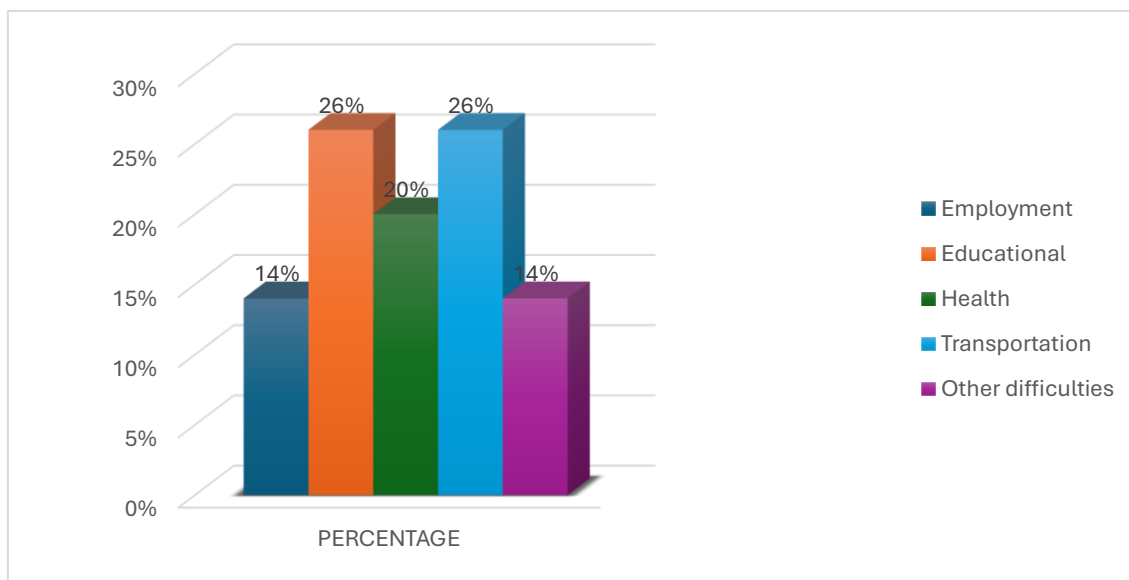
According to the research, not affected has 1<sup>st</sup> rank with 29.82. and partially affect have 2<sup>nd</sup> rank with 26.15 average. Badly affected has 3<sup>rd</sup> rank with 23.15 average. And finally education affected has 4<sup>th</sup> rank with 21.84 average.

**TABLE 4.28 SOCIAL DIFFICULTIES AND DISPLACEMENT**

<b>DIFFICULTIES</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Employment	7	14%
Educational	13	26%
Health	10	20%
Transportation	13	26%
Other difficulties	7	14%

Source : Primary data

**FIGURE 4.28 SOCIAL DIFFICULTIES AND DISPLACEMENT**



### **Interpretation**

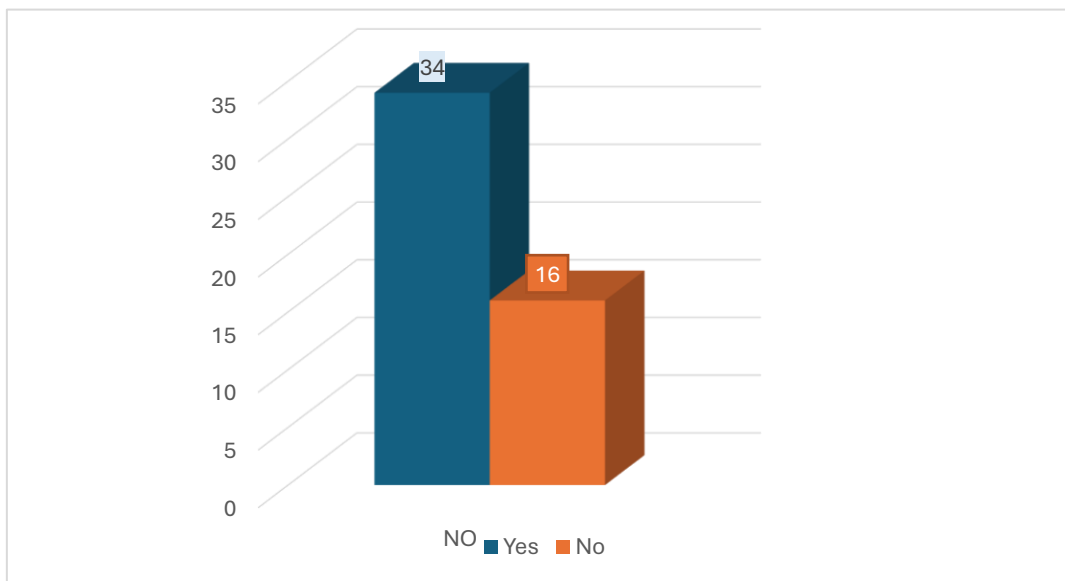
According to the data, 26% of respondents suffering with education and transportation. And 20% of respondents are suffering with hospitals near their new shelter. And 14% of respondents are suffering with employment and other difficulties.

**TABLE 4.29 ECONOMICAL PROBLEM AND DISPLACEMENT**

<b>OPINION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Yes	34	68%
No	16	32%

Source : Primary data

**FIGURE 4.29 ECONOMICAL PROBLEM AND DISPLACEMENT**



**Interpretation**

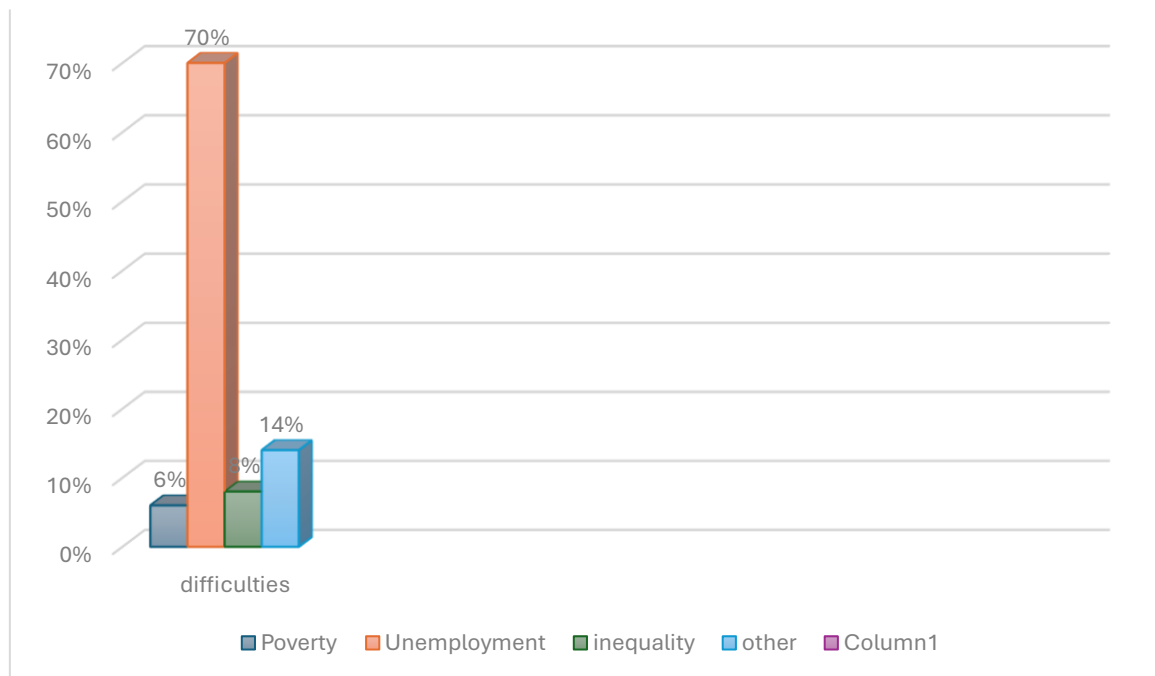
According to the data, 68% of those displaced have had economic difficulties; 32% have not.

**TABLE 4.30 ECONOMICAL POLEMS**

<b>ECONOMICAL PROBLEM</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Poverty	2	6%
Unemployment	24	70%
inequality	3	8%
others	5	14%

Source : Primary data

**FIGURE 4.30 ECONOMICAL POLEMS**



### **Interpretation**

The main issue is unemployment (70%). Targeted measures are also required for poverty (6%) and inequality (8%). For the remaining 14%, here we take 50 respondents with random sampling.

**TABLE 4.31 SOLUTION TO THE INHABITANTS**

<b>SOLUTION</b>	<b>NO. OF RESPONDENTS</b>	<b>PERCENTAGE</b>
Self employed	19	38%
Welfare programes	12	24%
Financial assistance	7	14%
others	12	24%

Source : Primary data

### **Interpretation**

The table shows that peoples suggests that 38% prefer self-employment, Welfare programs appeal to 24%, suggesting enhancements in these areas. Financial assistance is favoured by 14%, pointing to a need for accessible aid packages. The remaining 24% fall under “others,”

**CHAPTER 5**  
**FINDINGS AND CONCLUSION**

## FINDINGS

This chapter deals with the findings arrived after analysing the data collected from various respondents who faced induced displacement through development of national highway in Kottakkal.

The major findings of the study are presented below

- In the study majority (64%) respondents are male.
- Majority (52%) respondents belong to the age group of above 30
- Majority of respondents are (28%) post graduated.
- 70% of respondents are employed and 16% of respondents are students
- From the study 22% of respondents are belongs to daily wage jobs and 32% of respondents are belongs to other jobs
- From the study it's clear that 46% of respondents family income lies only below 50000.
- Most of respondents (72%) are part of nuclear family.
- 42% of family have 3-5 members in their family.
- It is clear that most (56%) of the respondents are knew about the National highway programme from various authorities.
- From the study 60% of respondents says excellent to national highway expansion project. And 20% of respondents have neutral opinion.
- From the study 96% of respondents are ready to give land for the national highway expansion project.
- 48% of respondents are willing to give 10-15 cent of land and 32% of respondents are willing to give 5-10 cent of land
- From the data analysis 50% of displaced land is residential land and 20% of land is commercial land
- Majority of the respondents lost their land (40%) asset and 38% of respondents lost their home.
- From the study, majority of respondents still staying in rent house (47%). And 42% of respondents staying other nature.
- From the table 72% of respondents get compensation completely. And 24% of respondents get partially compensation.



- 52% of respondents satisfied with compensation and 24% of respondents have neutral opinion.
- Majority of respondents (54%) does not faced delay to getting the compensation.
- 38% of respondents used the compensation for to buy new land and 22% of respondents used it for build new shelter.
- From the study, 46% of respondents have neutral opinion to opinion regarding compensation and 28% of respondents has neutral opinion.
- 72% of respondents are found new land for shelter.
- If compensation amount is not satisfying 84% of respondents are depends banks to find adequate amount. And 16% of respondents are depend to public finance
- From the study, we can say that the induced displacement make difficulties and un complicated to the respondents. 100% of respondents have transportation facility in old shelter but in new shelter will be 78% and 94% of education facility in old shelter but in new place it will only 68%. There is 89% of water availability in old shelter but in new shelter only have 48% of water availability. There is 63% of hospital facility in old shelter but in new shelter only have 47% of hospital facility.
- 74% of respondents are satisfied with new shelter. And 22% of respondents has neutral opinion.
- 64% of respondents says that displacement not affect to their employment. And its badly affected to 20% of respondents
- 74% of respondents says that displacement not affect to their education. And 26% of respondents has partially affected.
- From the study 26% of respondents faced educational and transportation difficulties due to highway expansion project. And 20% of respondents faced health difficulty.
- 68% of respondents are faced economical problem from the displacement.
- The major economical problem is unemployment (70%). And 6% of poverty, 8% of inequality also have there.
- From the study, 38% of respondents says that self employment is the suggestion to getting for the solution to the inhabitants. And 24% of respondents says welfare programes and other programes is the suggestion to the solution.

## SUGGESTIONS

National highway expansion is a necessary infrastructural project for the development of road transportation facilities in Kerala. The study points out the socio-economic impact of displaced and persons who going to be displaced. The development of highway expansion made some problems that displacement with unfair compensation. The study mainly intended to suggest the government and other authorities to formulate effective measures to minimize the problem of ousters. The authority should launch more welfare programmes for benefiting the ousters.

- The authority must take adequate steps to provide fair compensation to displaced people. Delay in compensation multiplies the miseries of ousters. Along with the compensation amount government should secure and assure better employment opportunities to the eligible persons among the ousters.
- Allot special scholarship and other allowances from the government to children belonged to displaced people.
- The local self government should strengthen the working of self help group among women inhabitants through training, kudumbashree project etc.
- The banks which situated in the displacement areas should provide loans at low interest rate.
- The displaced people themselves should initiate small scale industries and government should help to mobilize fund for the establishment of small scale industries to improve the standard of living of the people.
- The government must take adequate steps to provide transport facilities to the displacement affected families.
- To solve the problems among ousters, government should implement many schemes and programmes for the ousters and implement the programmes effectively. • The ousters should provide improved water facilities through pipe line, public well, etc. In this respect the role of the local bodies must be strengthened.
- Social cost and benefit analysis should be made an integral part of the developmental agenda of the state before launching any projects.
- Government should have provide subsidy and other allowances to the ousters especially those who are engaged in the agricultural and allied activities.
- The authority should launch more welfare programmes to the ouster

## CONCLUSION

Finding out the socioeconomic status of those affected by the project and those who have been displaced is the study's main goal. The state denied social justice in the benefit of economic progress. This could eventually become a threat to the state's accomplishments in the area of social development. Notification is an excellent way to spread the word about a project, but it also appears that most concerned parties are still unaware of it in its early stages. Another study conclusion is that when the project was announced, the participants felt helpless and afraid. According to the report, only the wealthy and well-educated see the necessity of NH's growth via economic development.

Consequently, as such, they are in favour of NH's growth. They are happy with the authority's response to them. They claim that because they are wealthy, they can stay in the new region and keep the amenities they enjoyed before being moved. Conversely, some individuals oppose the extension of NH, although they are willing to donate land only after receiving just compensation from the relevant authorities that corresponds to the asset's market value. Due to their lack of education, low money, and poor status, they have a restricted mindset. They proposed that even if they were paid, it would not be sufficient to build a new shelter with the same amenities as before. As such, they are in favour of NH's growth. They are happy with the authority's response to them. They claim that because they are wealthy, they can stay in the new region and keep the amenities they enjoyed before being moved.

Conversely, some individuals oppose the extension of NH, although they are willing to donate land only after receiving just compensation from the relevant authorities that corresponds to the asset's market value. Due to their lack of education, low money, and poor status, they have a restricted mindset. They proposed that even if they were paid, it would not be sufficient to build a new shelter with the same amenities as before. In summary, the study shows that people are affected by displacement in two different ways. While the displacement has a negative impact on the poor, it has a good effect on the rich.

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# APPENDIX

## DEVELOPMENT INDUCED DISPLACEMENT IN THE CONTEXT OF NATIONAL HIGHWAY

### QUESTIONNAIRE

1. Name of the Respondent?
2. Place of the respondent?
3. Gender of the respondent?

Male

Female

Other

4. Age of the Respondent?

18-21

21-24  24-27  27-30  30 above

5. Education qualification?

<10<sup>th</sup> standard  10<sup>th</sup>

standard  Higher

secondary

Graduation/ diploma

Post graduation

6. Profession of respondent

• Student

• Employed

• Unemployed

7. Job of the respondent ?

- Daily wage
- Private job
- Government job
- Self employed
- Others

8. Annual income?

- <50000
- 50000-100000
- 100000-300000
- 300000-500000 • 500000-1000000

9. Family type ?

- Joint family
- Nuclear family

10. total number of family members ?

- 1-3
- 3-5
- 5-7
- 7-10
- 10 above

11. How do you know about national expansion project? Through,

- News
- Authorities
- Others

12. What was the opinion for highway expansion project?

- Excellent
- good
- Neutral

- Bad
- Very bad

13. Are you willing to give land for national highway Development project?

- Yes
- No

14. How many areas of land you lost

- <5 cent
- 5-10 cent
- 10-15 cent
- 15-20 cent
- >20 cent

15. Which type of land you lost

- Residential land
- Agricultural land
- Field
- Commercial land
- Other

16. What type of problem faced you with national highway expansion?

- Destroy Home
- Destroy Shop
- Land losses
- Well is lost
- Others

17. If you left your home, still do you have an own house?

- Yes
- No

18. If no, then where are you staying now

- Rent home
- Relatives home



- Others

19. Compensation received?

- No Compensation received
- Compensation partially received
- Compensation completely received

20. Are you satisfied with compensation amount

- Poor
- Not satisfied
- Neutral
- Completely satisfied

21. Any delay occurred in getting compensation

- No delay
- Delay with 3 months
- Delay with 6 months
- Delay with 1and >1 year

22. What purpose you have spend the compensation amount?

- For home
- For land
- For home and land
- Deposit to bank
- Others

23. Do you Agree this amount is enough to build a shelter?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

24. If no, from where you find adequate amount?

- Bank

- Money lenders
- Private finance
- Others

25. Have you found land for new shelter?

- Yes
- Approximately
- Inquire
- No

26. Are you satisfied with new shelter

- Satisfied
- Neutral
- Not satisfied

27. What facilities are available in old shelter

- Education facilities
- Transportation facilities
- Water
- Hospital

28. What facilities are available in new shelter

- Education facilities
- Transportation facilities
- Water
- Hospital

29. Do you think has displacement affected your employment

- Affected
- Partially affected
- Not affected
- Badly affected

30. Displacement affected your education

- Affected
- Partially affected
- Not affected
- Badly affected

31. Have you faced any social difficulties with displacement If yes, what type?

- Health related
- Education related
- Employment related
- Transportation related
- Related Others

32. Have you faced any economical problem with displacement If yes , what type?

- Poverty
- Unemployment
- Inequality
- Others