

# A Study on People's Movements Against Land Acquisition in Navi Mumbai Airport Area

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**Abstract:** Land acquisition for large infrastructure projects has often resulted in resistance from local communities, particularly when issues of compensation, rehabilitation, and livelihood security are inadequately addressed. The Navi Mumbai International Airport project is one such mega infrastructure project that has witnessed sustained people's movements by Project Affected Persons (PAPs). These movements emerged as a response to displacement, perceived injustice in compensation, delays in rehabilitation, and lack of effective participation in decision-making processes.

The present study aims to examine the causes, nature, and outcomes of people's movements against land acquisition in the Navi Mumbai Airport area using secondary data sources. The study is analytical in nature and relies on government reports, policy documents, newspaper articles, published research papers, and reports by civil society organizations.

Findings reveal that inadequate compensation, delayed rehabilitation, loss of traditional livelihoods, and lack of transparency were the major causes behind the movements. The movements adopted both peaceful and organized forms such as protests, marches, sit-ins, and negotiations with authorities. While the movements resulted in some positive outcomes—such as revised compensation packages and rehabilitation policies—several issues related to social adjustment and economic security continue to persist. The study concludes that inclusive planning and timely implementation of rehabilitation policies are essential to minimize conflict in future infrastructure projects.

**Keywords:** Land Acquisition, People's Movements, Rehabilitation and Resettlement, PAPs, Navi Mumbai Airport

## I. INTRODUCTION

Large-scale infrastructure projects are often considered essential for economic growth, urban development, and regional connectivity. However, such projects frequently involve extensive land acquisition, leading to displacement of local communities and disruption of their social, economic, and cultural lives. Across India, land acquisition has emerged as a contentious issue, particularly when affected populations perceive compensation and rehabilitation measures as inadequate or unjust.

The development of the Navi Mumbai International Airport represents one of the most significant infrastructure initiatives in the Mumbai Metropolitan Region. While the project promises long-term economic benefits and improved transportation facilities, it has also resulted in large-scale displacement of villages and agricultural land. Project Affected Persons (PAPs) in the airport area have raised serious concerns regarding loss of land, livelihood insecurity, delayed rehabilitation, and lack of meaningful participation in decision-making processes. These concerns gradually transformed into organized people's movements demanding fair compensation, effective rehabilitation, and recognition of their rights.

People's movements against land acquisition in the Navi Mumbai Airport area reflect broader issues related to development-induced displacement and social justice. Such movements not only challenge state policies but also



highlight gaps in planning, implementation, and governance. Understanding the causes, nature, and outcomes of these movements is therefore crucial for evaluating the effectiveness of land acquisition policies and rehabilitation frameworks.

Against this background, the present study seeks to analyze the people's movements against land acquisition in the Navi Mumbai Airport area. By examining the factors responsible for these movements, their forms of mobilization, and their outcomes, the study attempts to contribute to a better understanding of the relationship between development projects and community resistance, with particular reference to rehabilitation and resettlement policies.

## **II. OBJECTIVES OF THE STUDY**

1. To examine the major causes of people's movements against land acquisition in the Navi Mumbai Airport area.
2. To study the nature and forms of people's movements adopted by Project Affected Persons.
3. To analyze the outcomes of these movements in terms of policy changes and rehabilitation measures.

## **III. HYPOTHESES**

H<sub>1</sub>: Inadequate compensation and delayed rehabilitation were the primary causes of people's movements against land acquisition.

H<sub>2</sub>: People's movements contributed to significant policy modifications in compensation and rehabilitation measures.

## **IV. RESEARCH METHODOLOGY**

### **4.1 Nature of the Study**

The present study is descriptive and analytical in nature. It seeks to systematically describe the phenomenon of people's movements against land acquisition in the Navi Mumbai Airport area by examining their causes, forms, and outcomes. The descriptive aspect of the study helps in presenting factual information related to land acquisition processes, rehabilitation policies, and the responses of Project Affected Persons (PAPs) as reported in secondary sources.

### **4.2 Sources of Data**

The research is entirely based on secondary data, collected from the following sources:

- a. Government resolutions and reports related to land acquisition and rehabilitation
- b. Reports published by planning and development authorities
- c. Newspaper articles from national and regional dailies
- d. Research articles, journals, and conference papers
- e. Reports by NGOs and civil society organizations

### **4.3 Period of Study**

The study covers the period from 2000 to 2024, during which land acquisition and related movements were most active.

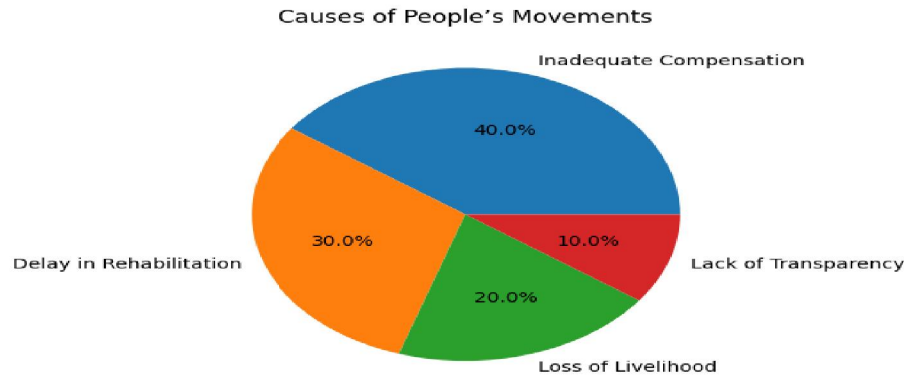
### **4.4 Tools of Analysis**

The study employs percentage analysis as a primary tool to simplify and summarize the secondary data collected from various sources. In addition to percentage analysis, graphical representation has been used to present data in a visual and easily understandable manner. Pie charts are used to show proportional distribution of variables, while bar graphs are employed to compare different categories effectively. Graphical tools enhance clarity, support interpretation, and improve the overall presentation of findings. These tools assist in drawing meaningful conclusions and make the analysis more accessible to readers, researchers, and policymakers.



**V. DATA ANALYSIS AND INTERPRETATION**

**5.1 Causes of People’s Movements**

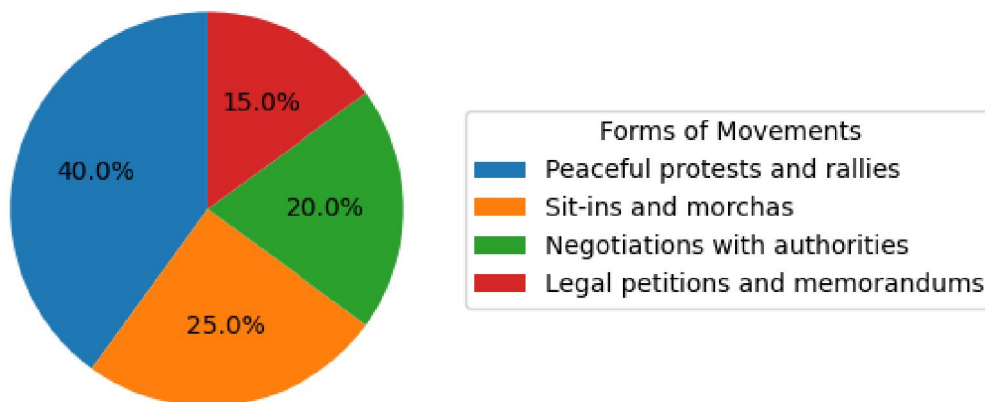


**Interpretation:**

The chart indicates that inadequate compensation was the most significant cause of people’s movements, followed by delays in rehabilitation. Loss of livelihood further aggravated dissatisfaction among the affected population.

**5.2 Nature of People’s Movements**

**People’s Movements Against Land Acquisition**



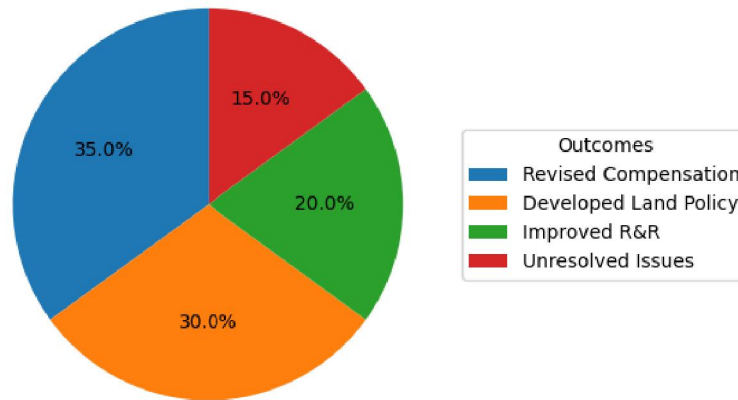
**Interpretation:**

The movements were largely peaceful and organized, reflecting collective resistance rather than violent conflict. Negotiations and legal approaches indicate increasing awareness among PAPs.



### 5.3 Outcomes of the Movements

Outcomes of People's Movements



#### Interpretation:

The movements resulted in partial success, especially in revising compensation and rehabilitation policies. However, some issues remain unresolved, highlighting gaps in policy implementation

### VI. FINDINGS

The analysis of secondary data reveals several important findings related to people's movements against land acquisition in the Navi Mumbai Airport area. These findings are closely linked with the objectives and hypotheses of the study.

Firstly, the study finds that inadequate compensation and delays in rehabilitation and resettlement were the major causes of people's movements. Secondary sources consistently indicate dissatisfaction among Project Affected Persons (PAPs) regarding monetary compensation, allotment of developed land, and timely provision of housing facilities. This finding directly fulfills the first objective of the study and supports Hypothesis 1, which states that inadequate compensation and delayed rehabilitation were the primary causes of people's movements.

Secondly, the study finds that the nature of people's movements was largely peaceful, organized, and collective. The affected people adopted democratic methods such as peaceful protests, sit-ins, morchas, negotiations with authorities, and submission of legal petitions. The absence of violent conflict reflects growing awareness among PAPs regarding their rights and legal remedies. This finding fulfills the second objective of the study, which aimed to examine the nature and forms of people's movements.

Thirdly, the study reveals that people's movements had a significant influence on policy decisions and administrative responses. As a result of sustained resistance and negotiations, authorities revised compensation packages, introduced developed land policies, and improved certain rehabilitation measures. However, some issues related to livelihood security and social adjustment remain unresolved. This finding fulfills the third objective of the study and supports Hypothesis 2, which states that people's movements contributed to policy modifications.

Overall, the findings demonstrate that people's movements played a crucial role in highlighting gaps in land acquisition and rehabilitation policies and compelled authorities to respond to public demands.

### VII. CONCLUSION

The present study concludes that people's movements against land acquisition in the Navi Mumbai Airport area emerged as a direct response to socio-economic displacement, perceived injustice, and policy implementation gaps.



While infrastructure development is essential for urban growth, the findings clearly indicate that development without adequate compensation, rehabilitation, and participation leads to resistance and conflict.

The study successfully achieves all its stated objectives by identifying the major causes of people's movements, analyzing their peaceful and organized nature, and evaluating their outcomes in terms of policy changes. Both hypotheses framed for the study are supported by the analysis, confirming that inadequate compensation triggered resistance and that people's movements influenced rehabilitation and compensation policies.

The study further concludes that people's movements functioned as an important democratic mechanism through which affected communities voiced their concerns and negotiated for their rights. Although policy revisions indicate partial success, unresolved issues highlight the need for more inclusive planning, transparent implementation, and long-term livelihood restoration measures.

In conclusion, the study emphasizes that sustainable and inclusive infrastructure development requires meaningful participation of affected communities, timely rehabilitation, and fair compensation. Lessons drawn from the Navi Mumbai Airport case can serve as valuable inputs for future land acquisition and resettlement policies in India.

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