
Characters of Prosperity Development by Money Received in Land Acquisition

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Earning swelling and Fiscal Expansion

Earning swelling is expected to achieve three things:¹ (a) Ascending per capita income so that level of living of the people improves; (b) Depletion in the rate and magnitude of unemployment; (c) Depletion in population below the poverty line. To understand the impact of regional urbanization like that Gautam Budha Nagar area on economic growth and development, it would be appropriate to take a programmatic view of land used pattern of development and its impact on the one variable i.e., earning swelling and per capita income.

The analysis is based on cross-sectional data for 10 areas (5 villages out of 30 and 5 sectors out of 11) of Gautam Budha Nagar. It is assumed that rates of unemployment and percentage of population below the poverty line are very low level and, therefore, they can be safely used to understand the impact of urbanization on them.

Earning swelling is an indicator of wealth, reflecting the quantity of resources available to individual. Thus, it is no wonder that individual with similar average incomes can differ substantially, when it comes to quality of life with luxurious items e.g. four-wheeler.

Steps of buying growth of cars

Prof. Rostow, an eminent economic historian and a specialist in regional economic development, has divided the periodical process of income growth into three states: (a) Introductory stage, (b) The progression phase and (c) Phase of self-reliant extension. But in the sense of *muavza* and large amount of *muavza* leads to the growth of income in exponential forms. It is called a form of income which speeds up as expressway & through a bit of break by Govt. decision. It could name as Super Take off stage.

Introductory Stage covers (1995-99) a period of a decade during which the preconditions of income growth lot take off are established. These conditions mainly comprise fundamental changes in the social (e.g. four-wheeler culture), political (land acquisition) and economic fields; (property deal ship business) for example (a) A change in rural society's attitudes towards science, risk-taking and profit-earning; (b) The adaptability of the labour force for apartment & flat culture; (c) Political sovereignty with car holder; (d) A financing institutions; e.g. Banks (e) The construction of certain economic and social overheads like expressway and educational institutions (MBA, MCA etc.)

The progression period for buying cars (2001-05). This is the crucial stage which covers a relatively brief period of four year in which the family economy transforms itself in such a way that economic growth subsequently takes place more or less automatically. The progression is defined as "the interval (2001-03, 2003-05) during which the rate of investment (four wheelers) increases in such a way that real output per capita rises and this initial increase carries with it radical changes in the Govt.'s decision¹ e.g. land acquisition, SEZ formation and techniques of production and the disposition of income flows which perpetuate the new scale of investment in car and prefecture thereby the rising trend in per capita output."

The term self-reliant period (2006-2011) implies three things; firstly earning the proportion through *muavza* to regional income must rise from 100 to 150 per cent definitely outstripping the likely population increase;

secondly, the period must be relatively short so that it should show the characteristics of an income revolution through *muavza*; and thirdly, it must culminate in self-reliant and self-generating income growth.

Period of super take off stage 2006-08 covers income growth. This is, of course a long speedy period of self-propelling income-growth. Savings and investment for four-wheeler are of such magnitude that income development becomes automatic. Overall capital per head increases as the economy matures. The choice of the car segment changes increasingly the average rate of growth of car mandi is maintained by a succession of new rapidly- growing sectors as car components with a new set of pioneering householders in the residents of Gautam Budha Nagar district

There is an interesting as well as surprising fact that the property getting from *Muavza* has been the matter of investment and expense alternation. In terms of expense, marriage ceremony and wedding party attending, Jewelleries, housing and above all the four wheeler, particularly, luxurious wheeler purchasing 'event' is considerable here while real-estate investment and the business of property dealing is popular investment phenomena in the sectors of Gautam Budha Nagar Region.

Framework: The Department of Land Resources is administering the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act (hereinafter referred to as Act), 2013. This Act came into force on 01 January 2014 by repealing the Land Acquisition Act, 1894. It was observed that some provisions of the Act were making the implementation of the Act difficult and this made it necessary to bring changes in the Act, while safeguarding the interest of farmers and affected families in cases of land acquisition.

Accordingly, a Conference of State Revenue Ministers was organized in Delhi in June, 2014. Suggestions received from the State Governments, Union Territories, Ministries/Departments and other stake holders were considered. Further, consultation with Secretaries and officers of concerned ministries administering the Acts mentioned in the Fourth Schedule of the Act were held in October, 2014. Based on these discussions and deliberations, some amendments were proposed in the Act. Accordingly, the Cabinet in its meeting held on 29 December 2014 approved the proposal of the Department of Land Resources to amend the RFCTLARR Act, 2013 and to promulgate the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Amendment) Ordinance, 2014. The Cabinet also approved the proposal of the Department to introduce a replacement bill in the Parliament to replace the Ordinance. Accordingly, RFCTLARR (Amendment) Ordinance, 2014 was promulgated on 31 December 2014. The Budget Session of the Parliament that is 4th Session of the 16th Lok Sabha and 234th Session of Rajya Sabha commenced on 23 February 2015.

The Bill was taken up for consideration and passed by the Lok Sabha on 10 March 2015 incorporating the official amendments to the Bill. The Minister of Rural Development has also given notice for Motion for Consideration and Passing of the Bill Passed in Lok Sabha to the Secretary General Rajya Sabha on 13 March, 2015. However, the Bill could not be taken up for consideration in the Rajya Sabha as the Rajya Sabha was adjourned on 20 March 2015.

An Overview of the land politics leading to cast politics and its input in the society of Gautam Budha Nagar area, we have seen that the Indian Society including the society of UP state e.g. the regional society of Gautam Budha Nagar would have been guided by the politics since independence. Due to cast and class equation in the election process. The situation of farmers uprising of different segments etc. SC, ST and particularly OBC was desirable.

In the forefront of rural four-wheeler users are the new professional and administrative elites, a group that is still very small but quite aware of its prestigious social placement. Politically conscious, better educated, and assertive towards the hierarchy of caste and class. Members of this group have contributed to strengthening the car demand of consumer change. The striking feature of this four-wheeler agenda is the belief that real improvement in their lives can only come through a discourse that four-wheeler purchasing power symbol of income growth, focuses on political power and organization as the key to their economic advancement.

The logic of rural four wheeler purchasing, they argue, involves three major themes: a challenge to the very definition of social car-classes the majority automotive class and the core of regional four wheeler tradition; an extension of this theme beyond *Bahujan* to include all sections of those oppressed by the process of caste exploitation: and a synthesis of economic and particularly land issues with the need for social recognition. At the matter is whether it is more important to change market policy outcomes, or the processes that produce them. The strategy of rural assertion clearly indicates it is more important to acquire land or wheeler power as a means of changing state outcomes, than to change structures that produce them.

Analysis of a Purchaser: Mr. Sandeep a school teacher and resident Makoda Village feels to buy that second house or that plot of land. If you like a bigger car that reflects your current economic status, move up from the smaller car.⁶

After marriage "Your car career may require you or to move. Your children may decide to work and settle sector of Greater Noida from Village set up will bring changes in your life that you may not have imagined." Allow yourself the flexibility to use your assets the way you wish, and to be able to tap into them when you wish.

If you have to stop passive working, find that alternate car oriented career against property dealership that will not seem like work. Set up that high income oriented business venture that frees you from tension what you hate doing, to being able to do what you like. Again do not shift mindlessly from the tyranny of a bad category of four wheelers to the tyranny of demanding clients and employees. Ensure that you are able to secure and grow your land income and wealth in your new car related venture.

Before & after marriage always keep the focus on earning against property owned by land acquisition by the Govt. Systematize and automate the saving and investment tasks so that wealth building happens aggressively in the background, while you are fiercely pursuing your career and professional goals of having *Gadi, Bungalow* etc.

Analysis of cars sales in Rustic Area of greater Noida

Car sales topped a record 2.1 lakh units in the year of 2009-12 as new models and improved buyer sentiment helped purchases due to specially replacing of against the bikes Motorcycle sales at already feeling the heat of weak rural demand as industry volumes declined to 1.10 crore units in 2011 against 1.20 crore units in the previous year. The category gets a big chunk of its volumes from the rural and smaller sector of cities. Scooter sales, however, bucked the trend as they were helped by a surge in demand in metros and-bigger towns. Another critical category that rode on the economic revival was commercial vehicles where sales were up 7.8% at 6.75 lakh units against 6.2 lakh units in 2012.

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