

परियोजना का नाम:- चार धाम परियोजना (ऑलवेदर रोड) के अन्तर्गत राष्ट्रीय राजमार्ग-94(134) कि०मी० 0.00 से 24.300 (घरासू बैड़ से सिलक्यारा बैड़) तक दो लेन चौड़ीकरण हेतु अतिरिक्त डम्पिंग स्थल एवं लैण्ड स्लाईड जोन के उपचार के लिए वन भूमि हस्तान्तरण का प्रस्ताव।

प्रारूप - 31

**लागत लाभ विश्लेषण प्रमाण पत्र**  
**Cost Benefit Ratio Calculation**

**Annexure VI'A'**

**Block- Dunda**

**District- Uttarkashi**

Sl. No.	Particulars	Amount (in Crores)	Remark
1.	<b>Total Cost (Investment Incurred)</b>		
(A)	Construction cost of project	237.80	
(B)	N.P.V Amount to be deposited @ 9.39 Lakh/Hectare <b>8.45</b>	<del>52,26,474.00</del> <b>0.4703270</b>	
(C)	Substitute/Alternation Plantation Cost to be disposed:-	<b>0.2820091</b>	
(D)	Environmental Value		
	<b>Total Cost</b>		
2.	<b>Benefits:- Benefits from (Taking Age of Road As 50 years)</b>	<b>50 yr</b>	
(A)	Economics Benefits - a. Motor Vehicle Operating Cost saving b. Value of time saving	<b>Saving —</b>	
	<b>Total Direct Benefits</b>		
(B)	Direct Employment of Labours- a. About 130 labours will get direct employment for duration of 2 years. b. Approximately 19 skilled manpower are required for construction of road for 2 years	<b>1.42</b>	
	<b>Total Employment</b>	<b>1.42</b>	
(C)	Employment Generation Due to other Activities	<b>—</b>	
Note	Thereof construction is Economically Viable and socially beneficial.		
	<b>Total benefits (Direct Benefit + Employment) (B+C)</b>		

**COST-BENEFIT ANALYSIS****Annexure VI 'B'**

**Name of Project:-** Rehabilitation and up-gradation to 2 lane/2 lane with paved shoulder configuration & strengthening of NH-94 from Km 0.000 (Dharasu Bend) to Km 24.300 (Silkyara Bend)

**A. Parameters for Evaluation of Loss of Forests**

Sr. No.	Parameter	Description
1	Loss of value of timber, fuel wood & minor forest produce on annual basis, including loss of man hours per annum of people who diverted livelihood and wages from the harvest of their commodities.	Total 154 tree will be affected due to the project. There is no loss of timber, fuel wood and minor forest produce on an annual basis. No livelihood of people affected. <i>Cost of Tree 0.7000</i>
2	Loss of animal husbandry productivity including loss of fodder	There is no loss of animal husbandry in the proposed forest land.
3	Cost of human resettlement	There will be no human resettlement in the forest land.
4	Loss of public facilities and administration infrastructures (roads, building, schools, dispensaries, electric line, railways, etc.) on forest land of which would require forest land if these facilities were diverted due to the project	There is no diversion of public facilities and administration infrastructures (roads, buildings, school, dispensaries, electric line, railway, etc.) on forest land.
5	Environmental Losses to soil erosion, effect on hydrological cycle, wild life habitat, micro climate upsetting of ecological balance.	Environmental Loss: Environmental value of 1 Hectare of forest land with density 1.0 is estimated to be = <i>12679</i> lakh Density of forest area to be diverted = <i>0.4</i> value as per density estimated to be = <i>Rs. 2.08</i> Lakh (i.e., of <i>Rs. 105.44</i> Lakh) So, Environmental value of hectare of forest area = <i>Rs. 1.05 Crores</i>
6	Suffering to ousters.	Nil
7	Amount of Compensatory Afforestation.	<i>Rs. 3327260</i> Crores
8	Amount of NPV is to be deposited.	<i>Rs. 4703270</i> Crores

Total Environment & Forest Loss:  $(13.174 + 0.7830268 + 1.5935769)$  Crores = *Rs. 2.55* Crores

Civil Construction Cost : *Rs. 23780* Crores

**Total Cost**

: *Rs. 24035* Crores  $0.7 + 1.05 + 0.33 + 0.47$



## COST-BENEFIT ANALYSIS

### Annexure VI 'C'

**Name of Project:-** Rehabilitation and up-gradation to 2 lane/2 lane with paved shoulder configuration & strengthening of NH-94 from Km 0.000 (Dharasu Bend) to Km 24.300 (Silkyara Bend)

#### **B. Parameters For Evaluation Of Benefit, Not withstanding Loss Of Forests**

Sr. No	Parameters	Roads, Transmission lines & Railway lines
1.	Increase in productivity attributable to the specific project	Due to Up gradation of the existing road there will be overall development of the project area.
2.	Benefits to economy	<p>The main objective of this project is to neglect the unsafe conditions of highway and to serve better and safe road to users by widening of road to 2 lane with paved shoulder. Way side amenities like rest area, parking, etc. are added to provide comfort for road users. The project will boost the economy of region by boosting through religious tourism, quick transportation of agricultural products and perishable goods.</p> <p>Savings in Vehicle Operating Cost = Rs. <del>254180</del> <sup>254180</sup> <del>at 815000 km</del> <sup>0.81</sup> Crores</p> <p>Time Saving = Rs. <b>0.25</b> Crores</p> <p><b>Total Saving = Rs. 1.06 Crores</b></p>
3.	No. of population benefited.	Population of the surrounding area along the section shall be benefited during and after execution of the highway. Around 8000 peoples along the section will be benefited.
4.	Employment potential	Approximate <b>130</b> man days of temporary employment will be generated for the construction period of 24 months. That will cost approximate Rs. <b>0.28</b> crores. Approximately 19 skilled manpower will also be required for whole construction period, which will cost about Rs. <b>0.112</b> crores. <b>Total employment potential will cost approximately Rs. 1.42 Crores.</b>
5.	Cost of acquisition of facility on non-forest land wherever feasible	Not Feasible <b>E.A. cond.</b>
6.	Loss of (a) agriculture & (b) animal husbandry production due to diversion of forest land	Nil
7.	Cost of rehabilitating the displaced persons as different from compensatory amount given for displacement.	There will be no displacement due to the project, so resettlement is not required.

