

Cost Benefit Ratio Chart

परियोजना का नाम : जनपद रुद्रप्रयाग के विकासखण्ड अगस्त्यमुनि में जिला योजना के अन्तर्गत चोपडा उडामाण्डा (पीएमजीएसवाई) मोटर मार्ग से बनवालधार (जरम्बाड) होते हुए बैजी काण्डई (अनु० बस्ती) तक मोटर मार्ग के निर्माण हेतु लोक निर्माण विभाग को वनभूमि हस्तान्तरण प्रस्ताव, लम्बाई 2.05 किमी०

Block:- Augustyamuni

Disti :- Rudraprayag

Not Applicable because Aquire Area is Less than 5 Ha.

Sr.	Particulars	Amount	Remark
1	Total cost (Investment incurred)		
(A)	Construction Cost of Project for 2.00 Km		Lacs
(B)	N.P.V. Amount to be disposed @ 9.20 lac/Hactre $0.476 \times 9.20 =$		lacs
(D)	Substitute/Alternation Plantation Cost to be Disposed:- $13.375 \text{ Km} \times 2.397 =$		lacs
	Total		lacs
2	Benefits:- Bebefits from 2.00 km road (Taking Age of Road As 50 Years)		
(A)	Economics Benefits-Market Development Taking 10 shop are established after cosntruction of this road Taking minimum benefits for per shop per day = 200.00 Benefit for 10 shop per month = $10 \times 30 \times 200 = 0.60 \text{ Lacs}$ Benefit for 1 year = $0.60 \times 12 = 7.20 \text{ lacs}$ Benefit for 50 year = $7.20 \times 50 = 360.00 \text{ Lacs}$		lacs
(B)	Direct Employment of Labours- Benefit for annual maintinace of road take 10 Beldar / Month @ 3000 = 0.30 Lacs Benefit for 1 year $0.30 \times 12 = 3.60 \text{ Lacs}$ Benefit for 50 year $3.60 \times 50 = 180.00 \text{ Lacs}$		lacs
(C)	Employment Generation Due to other activities like trasporation market developepment etc. Take = 10 people get /month @ 0.03 = 0.30 Lacs Benefit for 1 Year = $0.30 \times 12 = 3.60 \text{ Lacs}$ Benefit for 50 year = $3.60 \times 50 = 180.00 \text{ Lacs}$		lacs
	Increase in productivity		lacs
	Total		Lacs
	Total cost of Benefit ratio = $750.00 / 308.540$		Lacs
Note	Therefore construction of Economically Viable and social benfcial.		

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रुद्रप्रयाग

सहायक अभियन्ता

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अधिषासी अभिन्यन्ता

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Parameter for Evaluation of loss of Forests
Nature of Proposal

Annexure-VI (B)

Sl.no.	Parameters	Roads Tr. lines & Raliway line
1	2	3
1	Loss of Value of timber, fuelwood and minor forest produce on an annul basis, including loss of man hours per annum of people who derived livelihood and wage from the harvest of these commodities	In comparision to fenifit to the people and connectiving, there is less loss of value of timbers fuel wood and miner forest produce. No loss of forest product out turn of trees are 8 lacs no loss of livelihood.
2	Loss of Animals husbandry productivity including loss of fodder	No loss of animal husbandr instead it will assist people to develop the occupation.
3	Cost of human resettlement	Nil
4	Loss of public facilities and administrative infrastructure (Roads, Buildings, Schools, Dispensaries, Electric lines, Railways etc.) on which would require forest land if these facilities were diverted due to the project.	There is no loss of public facilities and administrative infrastructure the corst of road will provide better mibilization of public.
5	Environmental losses;(Soil erosion, effect on hydrological cycle, wildlife habitat, microclimate upsetting of ecological balance.)	There is no chance of soil erosion, No effect on hydrological cycle, No disturbances to wildlife. No environment loss.
6	Suffering to oustees	Nil

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Parameter for Evaluation of Benefit, notwithstanding loss of Forests
Nature of Proposal Annexure-VI (C)

Sl.no.	Parameters	Roads Tr. lines & Raliway line
1	Increase in productivity attributable to the specific project.	Productivity wood increase approx by 50 Lacs in the area.
2	Benefits to economy	The economy of the people residing there would boost up. People would get the fertilizer at low cost and would be able to transport the products at cheaper rates.
3	No. of population benefited.	Approx 5000 people would be benefited.
4	Employment potential.	Approx 2.16 lacs days of employment would be generated during the construction of road.
5	Cost of acquisition of facility on non forest land wherever feasible.	Cost of aquisition on non forest land is approx Rs. 40.00 lacs.
6	Loss of (a) agricultural & (b) animal, husbandry production due to diversion of forest land.	i. There would be no loss in agricultural products. The productivity would be increased due to easy availability of fertilizers. ii. There would be no loss in animal husbandry, people would get cost of. iii. There products due to having transportation facilities.
7	Cost of rehabilitating the displaced persons as different from compensatory amounts given for displacement.	No displacement of persons is required thus the cost is Nil.
8	Cost of supply of free fuel-wood to workers residing in or near forest area during the period of construction.	The construction of road will be carried out by local villagers hence fuel wood will be arranged by them locally as per local practices. Hence cost of supply of fuel wood=Nil.

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