


ANNEXURE – VI (B)

COST BENEFIT ANALYSIS

PARAMETERS FOR EVALUATION OF LOSS OF FORESTS

S.No	Parameters	Remarks
	Evaluation of loss of Forest	
1	Loss of value of timber, fuel wood and minor forest produce on an annual basis including loss of man hours per annum of people who derived livelihood and wages from the harvest of these commodities.	Only shrub will be removed. There are no people who are depending on the harvesting of forest products like fuel wood and minor forest produce for their lively hood in this area.
2	Loss of Animal husbandry productivity including loss of fodder	Nil
3	Cost of Human resettlement	Nil, No Human displacement involve –due to the up gradation of this road
4	Loss of Public facilities and administrative infrastructure (Roads, buildings, schools, dispensaries, electric lines, railways etc.) on forest land of which would require forest land if these facilities were diverted due to the project.	No loss of public facilities involved in this project
5	Environmental losses (soil, erosion, effect on hydrological cycle wildlife habitat, micro climate upsetting of ecological balance)	Minor environmental impact will be associated due to proposed widening of the project road. But it will be kept at minimum by taking care during execution of civil work , after construction it will reduce the travel distance and fuel consumption as compared to the existing situation.
6	Suffering to Oustees	There will not be any losses on this account as diversion of the forest land to this project will not affect any house or structure.


30/1/2020

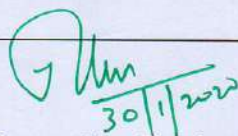
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ANNEXURE – VI (C)

COST BENEFIT ANALYSIS

PARAMETERS FOR EVALUATION OF BENEFIT, NOT WITHSTANDING LOSS OF FOREST

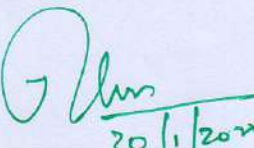
S.No	Parameters	Remarks
	Evaluation of Benefit	
1	Increase in productivity attributable to the specific project	Widening & Strengthening of Narsipatnam-Devipatnam Road from Km 7/4 to 12/0 in Visakhapatnam Dist including construction of Culverts, Retaining Walls in Golugonda Mandal of Narsipatnam Division (2.10 hectares) in favour of Executive Engineer, (R&B) Paderu Division, under FC Act 1980". The BT carriageway proposed to Widen from 3.66 m to 9.50 meters width in state of Andhra Pradesh under CORE ROAD NET WORK Grant comes under NARSIPATNAM Forest Divisions, will give more safety to the road user which will save human lives and decreases Vehicle Operational and Maintenance cost and it will reduce the travel time.
2	Benefits of Economy	The widening of the road will save time, fuel and also maintenance cost of vehicles will be reduced as this only road for Agency / Tribal Area. It will provide safe and faster transport between East Godavari and Visakhapatnam District. It can connect famous pilgrim centre Rajamundry & Bhadrachalam in this route.
3	No of population benefitted	Entire Tribal population of Narsipatnam, Golugonda, Koyyuru, GK.Veedhi & Chintapalli in Visakhapatnam Dist and Addateegala Mandal of East Godavari district will be benefitted due to widening of this road. The total population benefitted by widening of this road either directly or indirectly will be about 1.40 Lakhs
4	Employment benefit	More local people will be benefitted during construction as well as operation period of this road. The project is likely to generate employment of about 50000 man days during construction period. It will also generate permanent employment for about 8 people.
5	Cost of acquisition or facility on Non-Forest land wherever feasible	NA. The existing road is passing through the forest area which is now proposed to be widened./ Hence the acquisition of Non-Forest is not possible.
6	Loss of (a) Agricultural land (b) Animal Husbandry production due to diversion of forest land	NA. No loss of (a) Agricultural land (b) Animal Husbandry production
7	Cost of rehabilitating the displaced persons as different from compensatory amounts given for displacements	There are No displacements, hence the issue of cost of rehabilitation does not arise.
8	Cost of supply of free fuel wood to workers residing in or near forest area during the period of construction.	NA. No human settlements in the nearby Vicinity . Hence the question of providing free fuel wood during period of construction does not arise.


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COST BENEFIT ANALYSIS

CATEGORY OF PROPOSAL R/R WHICH COSTS IS APPLICABLE

S.No	Nature of proposals	Applicable/Not applicable	Remarks
1	All categories of proposals involving forest land up to 20 hectares in plains and up to 5 hectare in hills.	N/A	
2	Proposals for defense installation purposes and oil prospection (prospecting only)	N/A	
3	Habitation, establishment of industrial units tourists lodges / complex and other building construction	N/A	
4	All other proposals involving forest land more than 5 hectares in hills including roads , transmission tower lines, minor, medium and major irrigation project, hydel project mining activities, railway lines, location specific installations like microwave stations, auto repair centre, T.V Towers etc.	Applicable	



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COST BENEFIT ANALYSIS

PARAMETERS R/R EVALUATION OR LOSS OF FORESTS

S.No	Parameters	Roads, Transmission lines and railway lines	Minor irrigation projects	Medium irrigation, hydroelectric
1	Loss of value of timber, fuel wood and minor forest produce on an annual basis including loss of man hours per annum of people who derived livelihood and wages from the harvest of these commodities.	NIL	---	---
2	Cost of Human resettlement	NIL	---	---
3	Loss of Public facilities and administrative infrastructure (Roads, buildings, schools, dispensaries, electric lines, railways etc.) on forest land of which would require forest land if these facilities were diverted due to the project.	NIL	---	---
4	Environmental losses (soil, erosion, effect on hydrological cycle wildlife habitat, micro climate upsetting of ecological balance)	NIL	---	---
5	Suffering to Oustees	NIL	---	---


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COST BENEFIT ANALYSIS

POSITIVE IMPACTS

Long term Environmental and Social benefits from the projects will arise mainly from traditional sources, viz: Saving in travel times – faster vehicle speed and reduction in congestion of traffic at Narsipatnam - Krishna Devi Peta – Devipatnam Road the projected overall savings in travel time and fuel consumption. It will also reduce the emission of Dust.

Reduced Cargo delays – faster vehicle speeds and reductions in travel time

Reduced vehicle operation cost – Improved Riding Surface.

Reduced Road Maintenance Cost – from higher quality of Infrastructure ,

Reduction in Exhaust Emission.

Reduced Accidents – Mainly as a result of reduced travel time and congestion but also because of the provision of the safety in infrastructure and warning signs, though this latter element was impossible to quantify –it was, however , estimated that the benefits from a 50% reduction in accidents, and

Improved Access to Narsipatnam to Devipatnam Road and onward connection to Eleswaram & Rajahmundry and various parts of the state, new business including increased passing trade.

Other Tangible Benefits Associated with the project are :

Project will help in Tourism Development along the road.

Enhance the safe connectivity along the road side villages and markets


Enhance the local Employment Opportunity along with various developmental works.

Improve the drainage condition along the road

Additional avenue plantation along the road will enhance the aesthetic beauty of the area

NEGATIVE IMPACTS

A Total of 2.10 Hectares of Forest land has to be diverted for non forest activity


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