



## भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

### National Highways Authority of India

(Ministry of Road Transport & Highways)

परियोजना कार्यनवाया इकाई, डे.नां:23/3/39/501, 5th मंजिल, धनलक्ष्मी नगर, वैकुंटापुरम रोड, एमआर पल्ली, तिरुपति-517 501

Project Implementation Unit, D.No.23/3/39/501, 5<sup>th</sup> Floor, Dhanalakshmi Nagar, Vykuntapuram Road, MR Palli, Tirupati – 517 501

Ph No: 0877-2245060

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### CERTIFICATE FOR COMPENSATORY A FORESTATION

I hereby certify that I am willing to bear the cost of raising and maintenance of Compensatory Afforestation in degraded forest land double the extent of forest land proposed for diversion as per the scheme prepared by the Forest Department.

*Naandhu*  
18/08/17  
Project Director  
NHAI, PIU, Tirupati

**COST BENEFIT ANALYSIS****PARAMETERS FOR EVALUATION OF LOSSES TO FORESTS**

| Sl.No | Parameters  | Remarks   |
|-------|---|---|
| A     | Evaluation of loss of forest  |   |
| 1     | Increase in productivity attributable to the specific project   | Upgradation of 4-lane of Chennai – Chittoor – Bangalore Road NH-4 TN/AP Boarder to AP/KA Boarder from Km 133/600 to 216/975 in Andhra Pradesh under NHDP-IV on Engineering Procurement and Construction (EPC basis) – under Forest Division, Chittoor, will give more safety to the road users which will save human lives and vehicle operational and maintenance cost and it will reduce travel time. |
| 2     | Benefits of economy   | The upgradation of road will save time, fuel and also maintenance of vehicles will be reduced. It will provide safe and faster transport between Tamilnadu, Andhra Pradesh and Karnataka States and also between southern districts of AP   |
| 3     | No. of population benefited   | Due to construction of this road the population of Tamilnadu, Andhra Pradesh and Karnataka will be benefited. The total population by construction of this project – either directly or indirectly will be about 1.25 crs.  |
| 4     | Employment benefit  | More local people will be benefited during construction as well as operation period of this highway. The project is likely to generate employment of about 2,00,000 man days during construction period. It will also generate employment of about 15 people.   |
| 5     | Cost of acquisition of facility on non-forest land wherever feasible  | NA, the existing road itself is passing through the Forest Area which is now, proposed to be widened. Hence, the acquisition of non-forest land is not feasible   |
| 6     | Loss of (a) agricultural & (b) non-forest land wherever feasible  | NA  |
| 7     | Cost of rehabilitating the displaced persons as different from compensatory amounts given for displacement    | There are no displacement, 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 near by vicinity, hence the question of providing free fuel wood during period of construction does not arise  |
| 9     | Details of positive and negative impact of the project is provided below                                      |   |

*Nagindran*  
*18/08/17*  
 Project Director  
 NHAI, PIU, Tirupati

## **COST BENEFIT ANALYSIS**

### **POSITIVE IMPACTS**

Key long – term environmental and social benefits from the project will arise mainly from traditional sources

- Savings in travels time from faster vehicle speeds and reductions in congestion of traffic from Chennai –Chittoor – Bangalore NH-4, the projected overall savings in travel time and fuel consumption. It will also reduce the emission of dust.
- Reduced cargo delays from faster vehicle speeds and reductions in travel time
- Reduced vehicle operating costs- from improved riding surface
- Reduced road maintenance cost from higher quality infrastructure
- Reduction in exhaust emission
- Reduced accidents mainly as a result of reduced travel time and congestion but also because of the provision of safety infrastructure and warning signs, though this later element was impossible to quantify. It was however, estimated that the benefits from 50% reduction in accidents improved access to Tamilnadu / AP Border to AP / Karnataka Border via Chittoor and various parts of the Country, new business, including that from increased passing trade

#### **Other tangible benefits associated with the Project are :**

- Project will help in ribbon development along the road
- Enhance the safe connectivity along the highway side villages and markets
- Enhances the local employment opportunity along with various developmental works
- Improve the drainage condition along the highway
- Addl. Plantation along the highway will enhance aesthetic beauty of the area

### **NEGATIVE IMPACTS**

A total of 23.23 Hc of forest land has to be diverted for non forest activity

*Naresh*  
18/08/17  
Project Director  
NHAI, PIU, Tirupati



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### CERTIFICATE FOR BARE MINIMUM

This is to certify that the forest land required is Bare minimum area for purpose and their will be no further requirement of additional area. We as the User Agency also certify that we will not shift to any area other than the area as mentioned in the proposal. We also certify that no suitable private or government non-forest land is available at the site required for reasons as mentioned in the proposal.

*Naandhu*  
18/08/17  
Project Director  
NHAI, PIU, Tirupati





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### CERTIFICATE FOR PAYMENT OF NPV / ADDL. NPV

I hereby undertake to pay the cost of Net Present Value / Addl.NPV of forest land to be diverted for as per State Government Order and Hon'ble Supreme Courts' decision in this regard.

*Nagaw*  
18/08/17  
Project Director  
NHAI, PIU, Tirupati



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## **NATIONAL HIGHWAYS AUTHORITY OF INDIA**

### **PROJECT IMPLEMENTATION UNIT - TIRUPATI**

The existing road is passing through Basavapalli, Chittrapara, Mogili, Nagamangalam, Reddigunta, Mitturu, Palamaner and Patikonda reserved forest. The proposed is widening of existing 2-lane road to 4-lane for the present and future upgradation requirement, the right of way required is 45m. Hence, additional acquisition is inevitable. The existing project road is through reserved forest area for a length of 17.0 Kms.

*Naandhu*, 18/08/17  
Project Director  
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### UNDERTAKING

I hereby undertake to pay the cost of exploitation of tree growth on the forest land proposed for diversion under the project as and when demanded by the forest authorities and also under take to pay the additional amount if any due to escalation or any other charges at later date as per the demand raised by the forest department.

*Naandam*  
18/08/17  
Project Director  
NHAI, PIU, Tirupati