

COST BENEFIT ANALYSIS:

b) Parameters for Evaluation of Benefit, not with standing Loss of Forest		
Sr. No.	Parameters	Description
1	Increase in productivity attributable to the specific project.	Productivity will be enhanced due to reduced kilometer using this express way and considered in ERR calculation sheet enclosed
3	No. of population benefited	Project will bring benefits to millions of users of this road with saving in time and transport cost especially those who are tourists visiting lonavale and aamby valley areas
4	Employment Potential	No additional permanent employment created. However , 3000 mandays are likley to be created during the construction period. Additional 200 workers will be appointed during the time of tree plantation.
5	Cost of acquisition of facility on non-forest land wherever feasible.	No acquisition on forest land proposed
6	Loss of (a) agricultural & (b) animal husbandry production due to diversion of forest land.	Nil
7	Cost of rehabilitating the displaced person as different from compensatory amount given for displacement.	There is no displacement related to in the forest area proposed for diversion.
8	Cost of supply of free fuel wood to workers residing in or near forest area during the period of	No fuel wood will be supplied to the workers during the construction period. Contractor will supply LPG.

COST BENEFIT RATIO CHART

Diversion of 37.78 ha forest land for up gradation of the National Highway NH 353C in to two/ four lane configuration with paved shoulders from Bamni – Gondpipari to Ashti in the district of Chandrapur

District :- Pune and Raigad

State :- Maharashtra

Sr. No.	Particular	Amount in Lakhs	Remarks
1	Total Cost (Investment proposed)		
A)	Construction Cost of Project including civil cost (approx)	29100	
B)	NPV Amount to be Deposited	226.68	
C)	Compensatory afforestation alternate land	0	
D)	Compensatory 75.56 afforestation seven year scheme on ha land (double degraded forest land)	453.36	
Total Cost of project in lakhs		29,780	
2	Benefit from 52 Km Road (taking Life of Road as 100 Years)		
A)	Economic Benefit – Saving in time, fuel cost, and other POL cost together (interest on saving for 50 year) considering 16%	476481	
C)	Benefit due to promotion of enhanced economic activities due to road development. Assuming additional average 20 people gets employment @ 200/- per day- Benefit for 1-year = 1x365x250 x300=109.50 lakh Benefit for 50- year = 109.50x100=109950.0 lakh	50000000	
D)	Total Benefit (A + C) =	50476481	
	Net benefit= benefits minus losses	50474261	
	Cost benefit ratio	1694.902	
E)	Therefore construction of Road is Economically Viable and Socially Beneficial		

Authorized Representative