


**COST BENEFIT ANALYSIS****PART-A**

Category of proposals for which cost Benefit Analysis is applicable for the proposed Gauge Conversion of existing Railway line from Meter Gauge to Broad Gauge between Akola-Khandwa Railway stations.

Sl.No.	Nature of proposal	Applicable/Not Applicable	Remarks
1)	All categories of proposals involving forest land up to 20 Ha. in plains and up to 5 Ha. in hills.	Not Applicable	Nil
2)	Proposals for defence installation purposes and oil prospecting (prospecting only).	Not Applicable	Nil
3)	Habitation, establishment of industrial units, tourist lodges/complex and other building construction.	Not Applicable	Nil
4)	All other proposals involving forest land more than 5Ha. in hills including roads, transmission lines, minor, medium and major irrigation projects, hydel projects, mining activities. Railway lines, location specific installation like Micro-wave station, auto repeater centre, TV towers etc.		The diversion of forest land involved is only 21.49 hectare for Gauge Conversion of existing Meter gauge Railway line.
5)	Proposals for renewal of mining lease for forest land.	Not Applicable	Nil

  
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## PART-B

**Project:** Proposed Gauge Conversion of existing Railway line from Meter Gauge to Broad Gauge between Akola-Khandwa Railway stations.


Sl.No.	Parameters	Road, Tr. Line & Railway line
1)	<p>Forest loss calculations, 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 diverted live hood and wages from the harvest of these commodities.</p> <p>Present NPV for 1 Ha of forest land: Present NPV for 21.49 Ha of forest land:</p>	<p>= 9.58 Lakh = 21.49 x 9.58 Lakh = <b>205.8742 Lakhs</b></p>
2)	<p>Loss of animal husbandry productivity, including loss of fodder. ( 10% of NPV)</p>	<p>=Rs205.8742 x 0.1 = <b>20.58742 Lakhs</b></p>
3)	<p>Cost of human resettlement.</p>	<p>There is no inhabitant as per record in Railway line corridor forest land. Hence, there would be no loss due to human resettlement.</p>
4)	<p>Loss of public facilities and administrative infrastructure ( roads, buildings, schools, dispensaries, electric line, Railway etc.) on forest land or which would require forest land if these facilities were diverted due to this project.</p>	<p>No administrative infrastructure such as roads, buildings, schools, dispensaries, electric line etc. are affected due to diversion of forest land to this project. There will be no loss involved on this account.</p> <p>The GC Railway line will provide additional facilities better connectivity to local resident which will give opportunity to development of area.</p>

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5)	Possession value of forest land diverted. ( 30% of NPV)	=Rs205.8742 x 0.3 = <b>61.7623 Lakhs</b>
6)	Cost of Suffering of oustees.	Not applicable since there will be no displacement of people.
7)	Habitat Fragmentation Cost. ( 50% of NPV)	=Rs205.8742 x 0.5 = <b>102.9371 Lakhs</b>
8)	Compensatory Afforestation and soil & moisture conservation cost. Rate of C.A for 1Ha of forest land: Value of C.A for 21.49 Ha of forest land:  Double the amount of C.A:	= 3.8775 Lakhs  = 21.49 x 3.8775 lakhs = 83.31673 Lakhs = <b>166.65495 Lakhs.</b> (Rs. 166,65495 )
<b>Total cost ( calculated for 99 years )</b>		= <b>557.81597 Lakhs</b> <b>( Say 557.816 lakhs)</b>



  
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## COST BENEFIT ANALYSIS


### PART-C

#### PARAMETERS FOR EVALUATION OF FOREST NOT WITH STANDING LOSS OF FOREST

Sl.No.	Parameters	Descriptions
1)	Increase in productivity attributable to the specific project.	The Railway line project includes accessibility to the region. This will help in both economic and social development.
2)	Benefits to the economy due to the specific project.	Improving the accessibility shall help in regional economic development.
3)	No. of the population benefitted due to specific project.	Entire population of district – Khandwa and Burhanpur, tehsil- Khandwa and Pandhana of Khandwa district and tehsil- Nepanagar of Burhanpur district are benefitted directly. Hence total nos. of 35 Lakhs population will be benefitted by the proposed GC Railway line.
4)	Economic benefits due to of direct and indirect employment due to this project.	This project will provide rail link between Khandwa and Akola will provide rail connectivity between industrial centers in the South and Western India with all-weather system of mass transport of goods and encourage industrialization, accelerating the regional development with passenger traffic of South and Western region. This rail line encourages the tourist activity. This project is helpful for development of small and medium scale industries.
5)	Economic benefits due to Compensatory afforestation.	The GC Railway line will provide facilities better connectivity for small and medium scale industry, trade and employment to the population, hence the overall economic activities will improve.

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