

		Hence, on calculation the current total environmental loss is INR = 1267400 per hectare and Total environmental loss for this project is 1452.92 Lakhs.
6.	Possession value of forest land	30% of environmental costs due to loss of forests = 30% x 145291567.50/- = 43587470.250/-
7.	Suffering to outsee	Nil

Therefore, Current Environment Net loss

= 55630616.8 (Ecosystem Losses) + 227592.0 (Trees Values) + 145291567.50 (Environmental Loss) +
43587470.250 (Possession Value of forest land) = INR 244737246.55/-

Expenditure for development and maintenance of the project for 15 years

= Cost of Project + Renewal cost of BC for two cycle

= INR 361380000 + 180690000

= INR 542070000.00/-

Net Total Losses/Cost = INR 244737246.55 + 542070000.00/-

= INR 786807246.55/-

(b) Parameters for evaluation of Benefit Not withstanding Loss

Sr.No.	Parameter	Description
1	Increase in productivity attributable to the specific Project	In Lieu of total area to be affected in forest land it is proposed to undertake at least twice of the affected trees as compensatory afforestation as per Forest (Conservation) Act, 1980. Since, due to the current project there will be total affected forest land area of 45.2925 Ha and 1308 no. of felling of trees. The CA will be done in 45.2925 Ha of equivalent non forest land and 1000 trees per Ha will be planted as per compensatory afforestation, which is down the line after ten years would be having the density of 1.0 The Compensatory Afforestation cost will be INR 11161300.00/- The ecological value for a 50 years period of density of 1.0 is 126.74 lac per hectare. By considering the min 0.5 density the ecological gain for this project would be INR 574037145.00/-
2	Benefits to economy due to specific project	Socio economic benefits due to the proposed road strengthening project include: <ul style="list-style-type: none"> • Reduce fuel consumption due to better surface quality. • Traffic speed increase which save time of road users. • Fuel consumption is estimated to be reduced. • Vehicle operating cost will reduce due to better transportation. • In general there will be enhancement of socio-economic condition of the area along the project corridor. The overall mission is to increase the GDP of the said region and make it comparable with the nation GDP.
3	No. of population benefited due to project	The Population of 125000 People from district Sonbhadra will be benefited directly or indirectly.

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4	Economic benefit due to direct and indirect Employment Potential	Approximately 2 man days of permanent employment and 25000 man days of temporary employment will be generated due to the Project.				
5	Economic benefit due to specific Project	The benefit of Economy shown in table below				
		Project Details	Increasing Rate of Cost year	Project cost after 50 Years	Current Cost Involve In Construction of Project	Net Profit in 50year
		WIDENING & STRENGTHENING OF PATWADH TO BASUHARI ROAD FROM KM. NO. 0.000 TO 61.500 UNDER ROAD CONNECTIVITY PROJECT ON LEFT WING EXTREMISM AREA (RCPLWEA) IN TEHSIL:- ROBERTSGANJ, DISTRICT:- SONBHADRA BY PMGSY-DIVISION, P.W.D. SONBHADRA	8%	18069.0 Lac	3613.8 Lac	14455.20 Lac
		So benefit of economy in 50 years = 14455.2 Lac. GDP will increase 1.08% (144.552/13385.96) current GDP of Sonbhadra. Saving due to less consumption of fuel and fatalities=1 crore Total NPV of the project is = (21704985.00/- in Obra Division) + (33925631.80/- in Kaimoor WLD), So, total NPV for the project is INR 556.306 Lacs. The result of economic evaluation show that the proposed development of project is economically viable with EIRR 11.24%				

Therefore Project Benefit

= 11161300.00 (CA cost) + 574037145.00 (Ecological value) + 1445520000.00 (Economic gain) + 10000000.00 (Savings) + 55630616.8 (NPV)

Net Profit=INR 2096349061.80/-

Therefore Benefit cost ratio = $2096349061.80/786807246.55$
= 2.664

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