

COST BENEFIT ANALYSIS

ADDITIONAL PROPOSAL AREA OF 17.37 HA. FOR DIVERSION OF FOREST LAND FOR IMPROVEMENT/UP GRADATION OF TRANS ARUNACHAL HIGHWAY (NH-52 B) FROM CHANGLANG-KHONSA ROAD (KM 23.400 TO KM 67.420) TO NHDL SPECIFICATION IN TIRAP DISTRICT OF ARUNACHAL PRADESH.

EVALUATION OF BENEFIT, NOTWITHSTANDING LOSS OF FORESTS

SL NO.	PARAMETER	FOR STRATEGIC ROAD CONSTRUCTION
1	Increase in productivity attributed to the specific project	The highways will connect the District Headquarters of Changlang and Khonsa covering a distance of 67.420 Km. It will connect important administrative centres and population centres along its alignment and will therefore help reducing the isolation of various districts in the State. The eastern part of Arunachal Pradesh comprises the three district of Lohit, Changlang and Tirap. Lohit district is connected to the rest of the country by NH-52B which connects NH-37 at Rupai in Assam. Changlang district is connected by an intermediate lane road (44 Km) constructed under NEC funding from NH 38 at Margherita, similarly, Khonsa is connected to Tinsukia in Assam through a network of roads in Arunachal Pradesh and Assam, which are other district road under state Plans. This road will provide inter-district connectivity within the state, thus obviating the need to travel to the State Capital through “bandh” afflicted Assam.
2	Benefits to economy	The Road Changlang-Khonsa is a vital link and the line communication for the local inhabitants of the forward area of DistrictChanglangand TirapDistricts of Arunachal Pradesh. Most of the Socio-economical developments of all the above referred district of Arunachal Pradesh depend on communication through this road. The improvement of road from its present state to NHDL specification will also enhance the strategic buildup in this area, apart from socio-economic development of Arunachal Pradesh.



3	Number of population benefited	Widening of road is going to benefit the entire population of Tirap district as well as Army and Paramilitary force deployed in the border areas.
4	Employment Potential	During the construction stage employment will be generated for skilled and unskilled manpower. About 200 persons will be employed during the peak working season for construction of the road resulting in about 25000 man days would be required during the construction phase of three years. The local people will also get the opportunity to carry out contract works subject to their work capability/expertise- After the completion, about 50 people will be employed upkeep and maintenance of use road and other structures – The road will facilitate in tourism and horticulture where local population as per their experience and qualification will get benefitted
5	Cost of Acquisition facility on non-forest land wherever feasible	Cost of acquisition of land will amount to Rs.32,57,000/- (Appx). Over and above this, cost of forest products to the legal hires will be Rs. 7,60,000/- (Appx).
6	Loss of (a) Agriculture and (b) Animal Husbandry products due to diversion of forestland	Loss of Agriculture will be Rs. 10,00,000.00 (Appx) and there will be no loss to animal husbandry.
7	Cost of Rehabilitating the displaced persons as different from compensatory amounts given for displacement	There is no displacement due to the diversion of the land for the project purpose.
8	Cost of Supply of free fuel – wood to workers residing in or near forest area during period of construction	During the construction, alternative source of fuel like LPG and Kerosene will be provided to the workers residing in or near the forest area. A wood depot will be setup for supply of firewood as a backup fuels to avoid illegal felling of trees for cooking purpose.



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