

Traffic and Revenue Assessment for Second Vivekanand Bridge Tollway Company (SVBTC)

June 2025

Crisil Intelligence - Consulting

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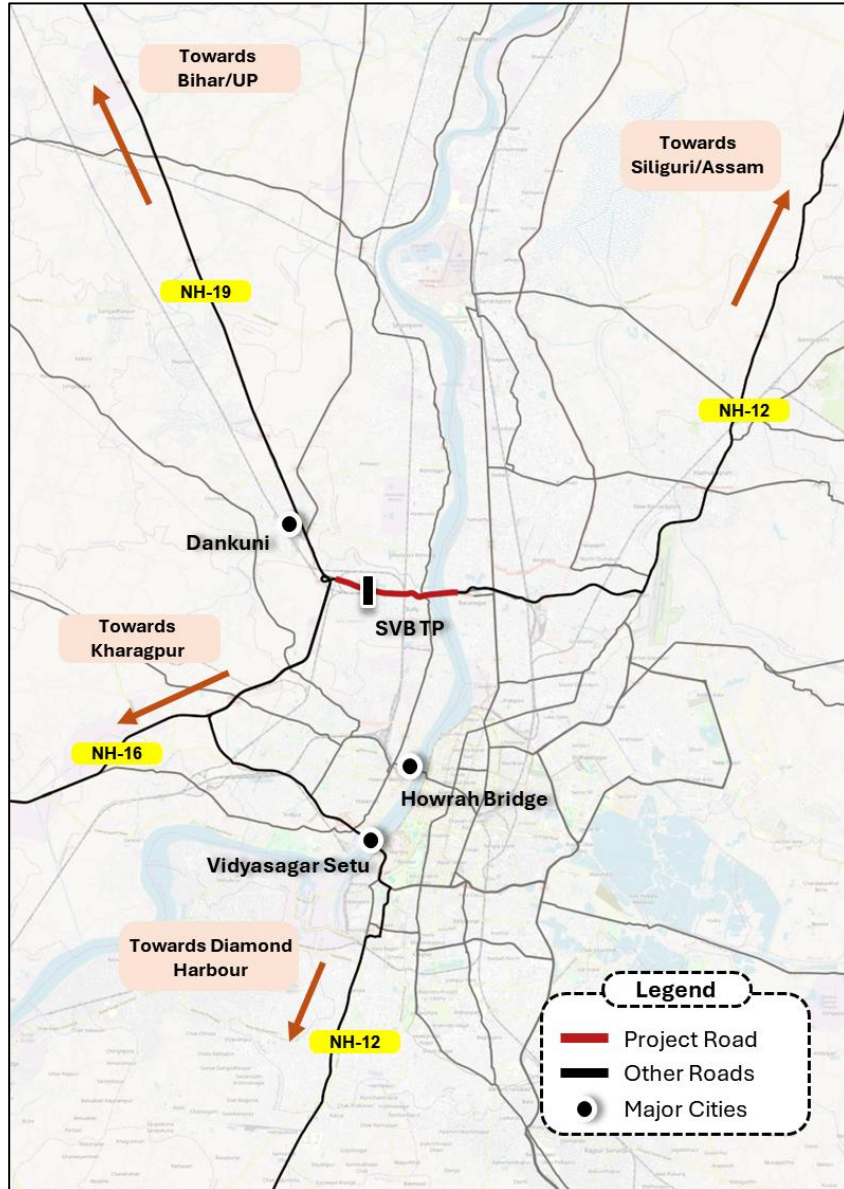
Traffic and Revenue Growth: Commodity Approach

Traffic Growth: Econometric Approach

Traffic and Revenue Growth Scenario 1: Commodity Approach

Project Alignment & Connectivity

Project Alignment & Connectivity



- The project road starts at Km 653.010 near Jaybil/Dankuni interchange and ends at Km 659.051 near Dunlop bus stand with a total length of ~6km
- Project section is a 6-lane bridge across the river Hooghly
- The project road is one of five bridges in the Kolkata Metropolitan Area that connects the east and west banks of the Hooghly River, allowing for travel between districts including Kolkata, North and South 24 Parganas, and Nadia on the east side, and Howrah and Hooghly on the west side.
- The asset connects Uttar Pradesh, Jharkhand, Bihar, Delhi & beyond via NH-19 and Kharagpur/Odisha via NH-16 on the western side on the other hand the asset connect Siliguri/Assam & Diamond Harbour via NH-12 on the eastern side

Base Traffic and OD Summary

Base Traffic | FY25 AADT

SVB

TP 1	FY 25 Actual	FY25 Adjusted AADT
CJV	11,777	11,622
Bus	558	549
LCV	11,557	11,557
Truck	3,698	3,698
MAV>3A	6,959	6,959
Grand Total	34,549	34,384
PCU	58,502	58,328

- Surge in traffic is seen in passenger category vehicles on account of closure of Bally Bridge (Vivekananda setu) from 23 Jan 2025 to 27 Jan 2025
- FY25 (adjusted) has been considered for base year AADT
- [Jan-25 Data](#)

OD Summary | Zonal Influence

States	Car	Bus	LCV	Truck	MAV>3A
West Bengal	94.1%	94.1%	92.7%	89.5%	88.9%
Uttar Pradesh	0.7%	0.4%	1.2%	1.4%	1.4%
Jharkhand	0.9%	0.5%	1.1%	1.1%	1.2%
Delhi	0.7%	2.0%	0.7%	1.4%	1.1%
Bihar	1.0%	0.2%	0.6%	1.0%	1.0%
Maharashtra	0.8%	1.6%	0.7%	0.7%	1.2%
Odisha	0.2%	0.4%	0.9%	1.2%	1.0%
Rest of India	1.6%	0.8%	2.3%	3.6%	4.2%

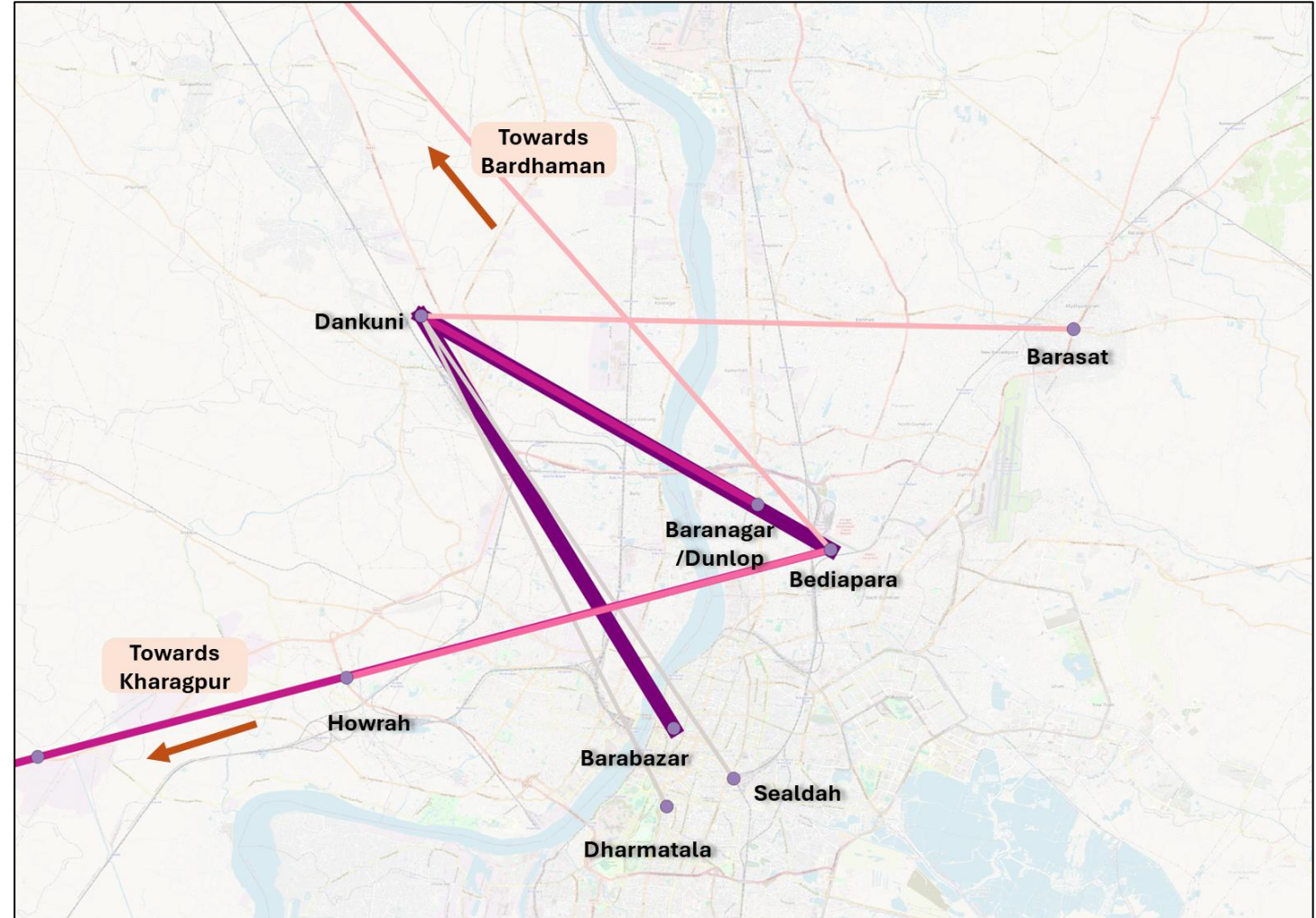
- Majority of the zonal traffic influence is from West Bengal itself, across all the modes, followed by neighboring states for freight vehicles

OD Summary | Commodity

Commodity Type	LCV	Truck	MAV	Overall Traffic	LCV	Truck	MAV	Overall Traffic	LCV	Truck	MAV	Overall Traffic
	Both Directions				Dankuni-Kolkata				Kolkata-Dankuni			
Agri Produce	6.8%	6.0%	6.7%	6.7%	8.8%	8.5%	8.3%	8.6%	4.9%	3.6%	5.1%	4.8%
Alluminium	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%
Automobiles	0.3%	0.8%	0.6%	0.5%	0.4%	1.5%	0.7%	0.7%	0.3%	0.2%	0.6%	0.3%
Chemical products	0.9%	0.6%	0.6%	0.8%	0.9%	1.0%	0.7%	0.9%	0.9%	0.3%	0.4%	0.6%
Coal/Bauxite	0.5%	0.8%	0.8%	0.6%	0.9%	1.6%	1.4%	1.2%	0.0%	0.0%	0.2%	0.1%
Construction materials	6.5%	12.8%	16.7%	10.8%	10.8%	19.3%	26.6%	17.2%	2.3%	6.2%	6.8%	4.4%
Consumer Foods	4.4%	4.0%	3.1%	3.9%	5.4%	6.9%	4.6%	5.4%	3.4%	1.1%	1.5%	2.4%
Consumer Products	6.3%	5.2%	5.2%	5.8%	7.8%	6.2%	6.8%	7.2%	4.8%	4.2%	3.7%	4.3%
Container	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Courier & parcel	6.8%	4.6%	3.5%	5.4%	5.4%	2.9%	3.2%	4.3%	8.1%	6.2%	3.9%	6.5%
Iron & Steel Products	2.6%	2.0%	3.0%	2.7%	3.7%	2.8%	4.8%	3.9%	1.6%	1.2%	1.2%	1.4%
Machinery	1.4%	1.6%	1.1%	1.3%	1.7%	2.8%	1.0%	1.7%	1.0%	0.5%	1.2%	1.0%
Milk & Animal Food	3.0%	1.8%	1.7%	2.4%	4.0%	2.0%	2.4%	3.2%	2.0%	1.6%	1.0%	1.6%
Others	4.0%	3.1%	3.4%	3.7%	4.4%	3.4%	3.9%	4.1%	3.5%	2.8%	2.9%	3.2%
Paper products	1.8%	1.3%	1.2%	1.5%	1.5%	1.1%	1.4%	1.4%	2.2%	1.4%	1.0%	1.7%
Petroleum Products	2.8%	3.4%	3.2%	3.0%	3.5%	3.8%	3.8%	3.7%	2.0%	3.1%	2.5%	2.4%
Pharmaceuticals	1.8%	1.6%	0.4%	1.4%	1.8%	1.6%	0.2%	1.3%	1.9%	1.6%	0.6%	1.4%
Plastic products	1.4%	1.8%	1.4%	1.5%	1.7%	2.0%	1.7%	1.8%	1.1%	1.6%	1.0%	1.2%
Plywood & Timber products	1.8%	1.4%	1.0%	1.5%	2.2%	2.1%	1.7%	2.0%	1.5%	0.6%	0.4%	1.0%
Rubber products	0.5%	0.4%	0.3%	0.4%	0.7%	0.3%	0.4%	0.5%	0.4%	0.5%	0.2%	0.3%
Textile & Footwear	5.2%	3.2%	2.8%	4.1%	5.8%	3.4%	3.3%	4.6%	4.6%	3.0%	2.3%	3.6%
Empty	40.9%	43.6%	43.2%	42.1%	28.4%	26.8%	23.0%	26.4%	53.4%	60.4%	63.5%	57.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

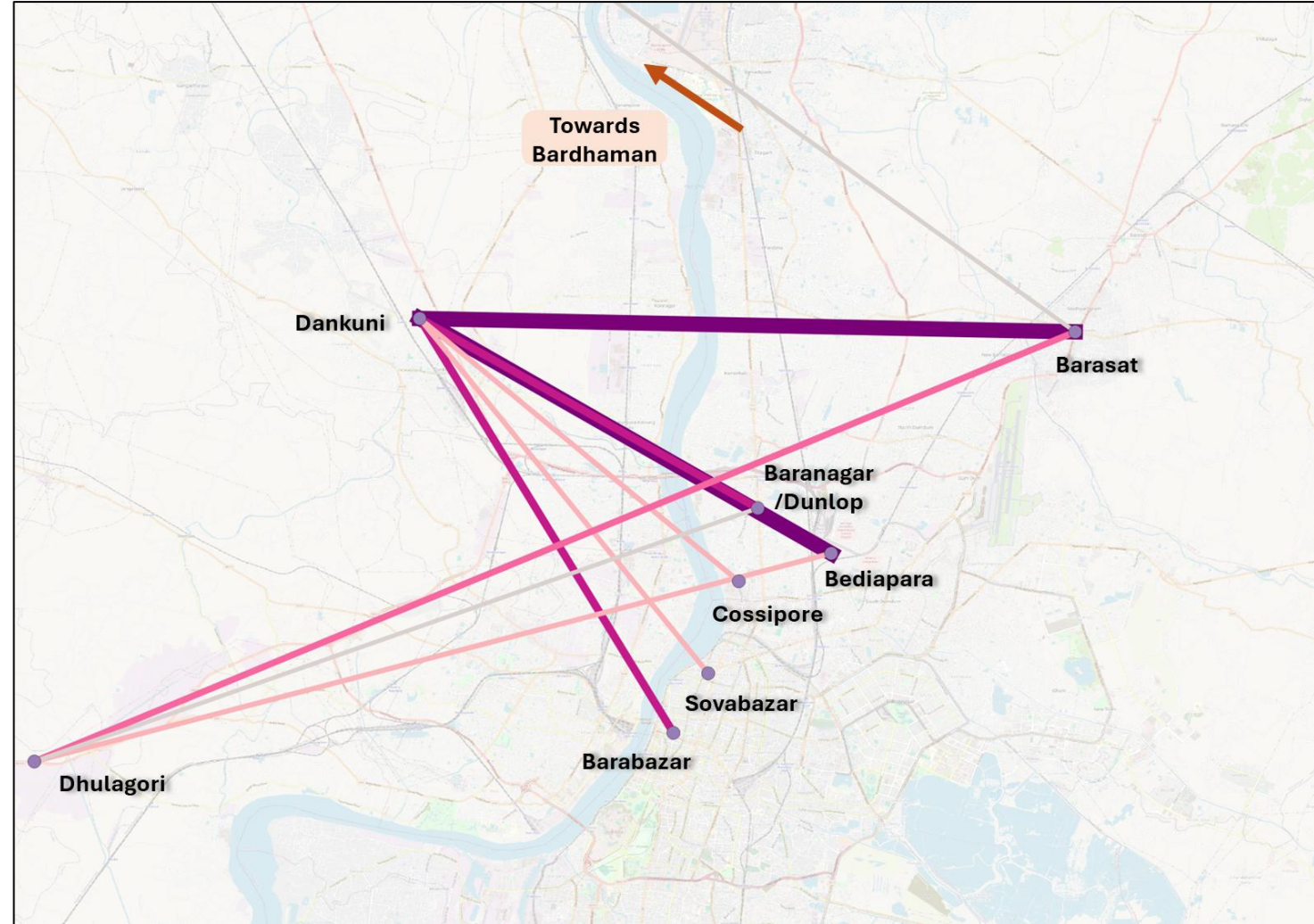
OD Summary | Major OD Pairs-Passengers

Passenger	Share
Gobra/ Dankuni/ Raghunathpur To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	5.0%
Gobra/ Dankuni/ Raghunathpur To Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	2.2%
Kharagpur/ Midnapur/ Jhargram/ Contai/ Digha/ Salboni/ Chandrakona To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	2.0%
Gobra/ Dankuni/ Raghunathpur To Baranagar/Dunlop/Ariadaha/ BonHooghly	1.8%
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	1.7%
Howrah Railway Station/ Howrah Market/ Howrah To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	1.7%
Gobra/ Dankuni/ Raghunathpur To Madhyamgram/ Barasat	1.5%
Bardhaman To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	1.4%
Gobra/ Dankuni/ Raghunathpur To Sealdah/Sealdah Station	1.3%
Gobra/ Dankuni/ Raghunathpur To Dharmatala/ Esplanade/ New Market/ BBD Bag/ Chandni Market/Dalhousie/ Lalbazar/ Babughat	1.2%



OD Summary | Major OD Pairs-Goods

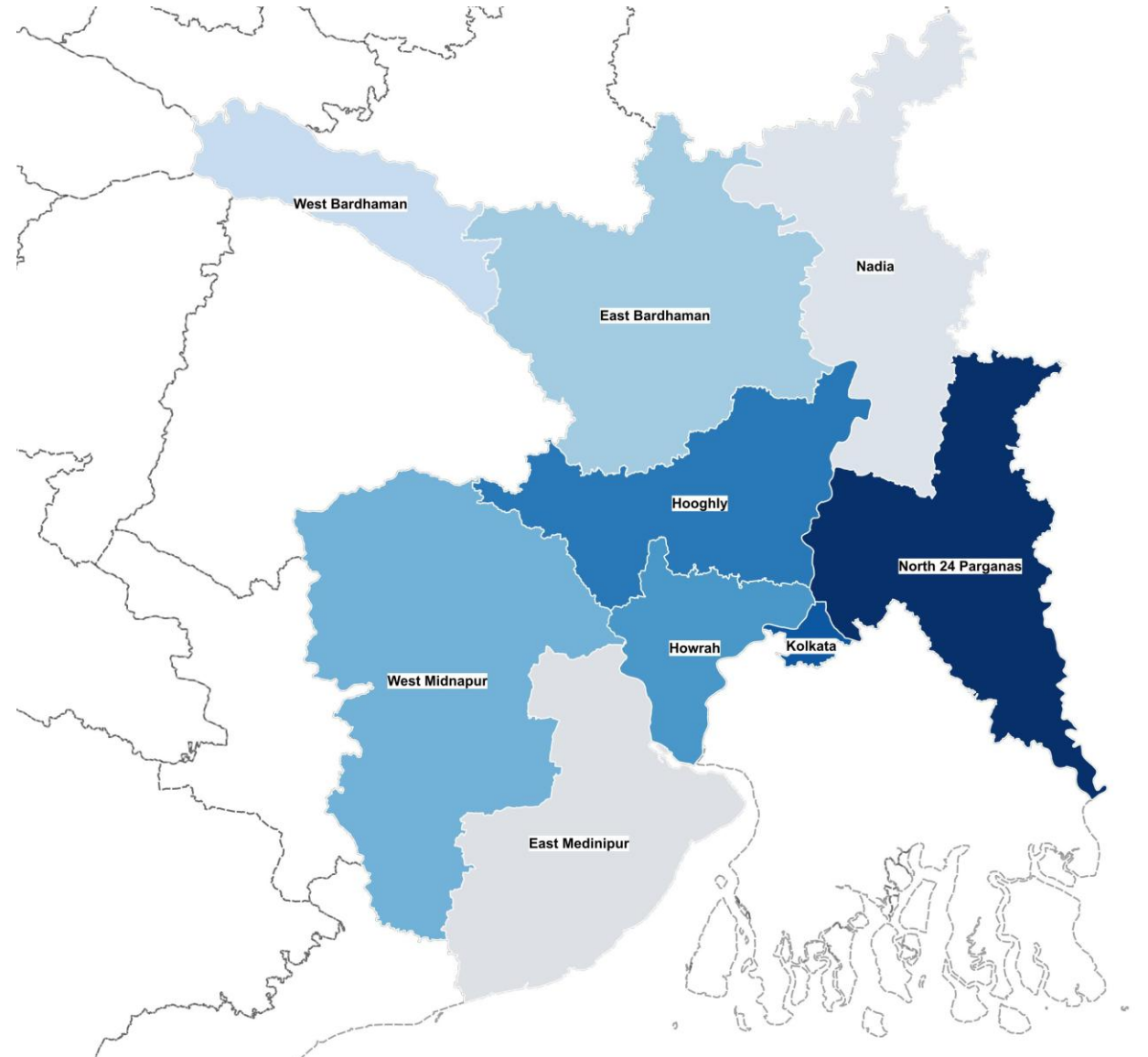
Goods	Share
Gobra/ Dankuni/ Raghunathpur To Madhyamgram/ Barasat	2.9%
Gobra/ Dankuni/ Raghunathpur To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	2.7%
Gobra/ Dankuni/ Raghunathpur To Baranagar/Dunlop/Ariadaha/ BonHooghly	2.4%
Gobra/ Dankuni/ Raghunathpur To Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	2.2%
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Madhyamgram/ Barasat	1.9%
Gobra/ Dankuni/ Raghunathpur To Cossipore/ Talah/Sinhi/Chitpur	1.5%
Gobra/ Dankuni/ Raghunathpur To Sovabazar/ Bagbazar/ Shyambajar/ Hatibagan/ Hedua/ Fariapukur/ Manicktala	1.5%
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Bediapara/ Vivekananda Pally/ Sapui Para/ Dum Dum Cantonment	1.4%
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Baranagar/Dunlop/Ariadaha/ BonHooghly	1.1%
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Madhyamgram/ Barasat	1.1%



OD Summary | District Influence

Passenger	Share
North 24 Parganas	26.1%
Kolkata	20.8%
Hooghly	18.6%
Howrah	12.2%
West Midnapur	4.6%
East Bardhaman	4.5%
West Bardhaman	3.0%
East Midnapur	1.4%
Nadia	1.1%
Bihar	0.9%

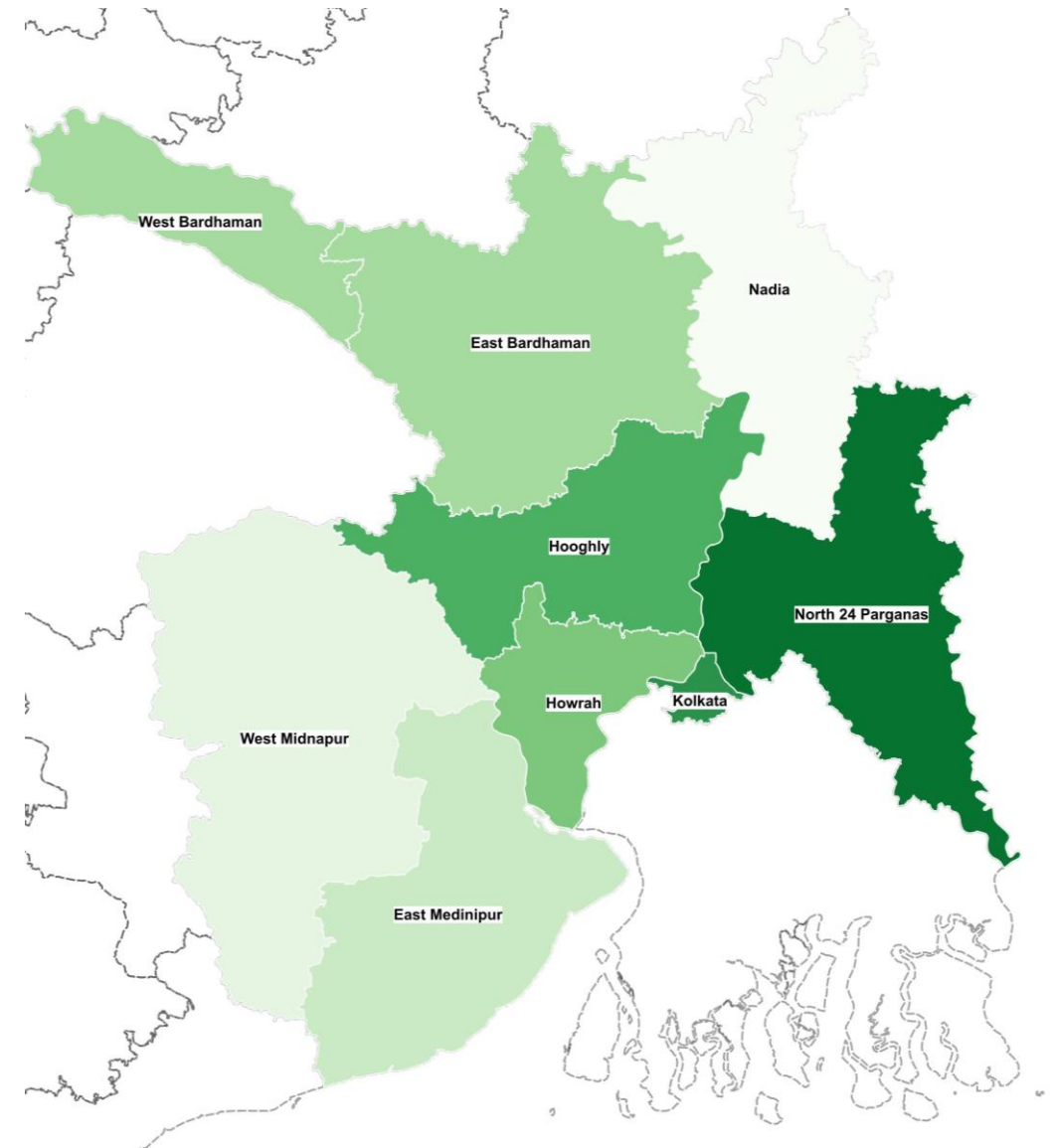
- Majority of the Passenger traffic is from the North 24 Parganas district followed by Kolkata and Hooghly district.



OD Summary | District Influence

Goods	Share
North 24 Parganas	27.2%
Kolkata	18.2%
Hooghly	17.1%
Howrah	12.1%
West Bardhaman	3.3%
East Bardhaman	3.3%
East Midnapur	2.6%
West Midnapur	2.4%
Nadia	2.0%
Uttar Pradesh	1.3%

- Majority of the Goods traffic is from the North 24 Parganas district followed by Kolkata and Hooghly district.



Historic Data

Historic Data

Modes	Car	Bus	LCV	Truck	MAV	Total	PCU
FY09	3,077	186	4,464	5,132	2,121	14,979	26,769
FY10	2,054	223	5,820	4,656	2,411	15,164	27,775
FY11	2,708	239	6,574	4,689	2,828	17,039	30,911
FY12	3,378	267	6,556	4,902	3,252	18,355	33,307
FY13	4,000	298	6,816	5,080	3,630	19,825	35,873
FY14	4,240	284	6,949	4,777	3,697	19,947	35,877
FY15	4,694	282	7,117	4,599	3,880	20,573	36,772
FY16	5,472	330	7,644	5,145	4,112	22,703	40,224
FY17	8,042	374	8,235	4,985	4,004	25,640	43,125
FY18	7,442	391	8,470	5,187	4,298	25,788	44,196
FY19	7,630	403	8,703	5,042	4,473	26,250	44,991
FY20	8,318	429	9,406	4,479	4,274	26,907	45,067
FY21	6,688	368	8,782	3,542	4,013	23,392	39,718
FY22	8,203	385	9,230	4,044	4,968	26,830	45,810
FY23	10,359	454	10,779	3,937	6,764	32,292	55,600
FY24	11,133	478	10,707	3,632	6,823	32,772	55,881
FY25	11,777	558	11,557	3,698	6,959	34,549	58,502

- Note:- March-20 25 days have been considered
- April-20, 11 days have been considered

Historic Data | YoY Growth

Modes	Car	Bus	LCV	Truck	MAV	Total	PCU
FY10	-33.2%	20.3%	30.4%	-9.3%	13.7%	1.2%	3.8%
FY11	31.9%	7.2%	13.0%	0.7%	17.3%	12.4%	11.3%
FY12	24.7%	11.3%	-0.3%	4.6%	15.0%	7.7%	7.8%
FY13	18.4%	12.0%	4.0%	3.6%	11.6%	8.0%	7.7%
FY14	6.0%	-4.7%	1.9%	-6.0%	1.8%	0.6%	0.0%
FY15	10.7%	-0.7%	2.4%	-3.7%	4.9%	3.1%	2.5%
FY16	16.6%	16.7%	7.4%	11.9%	6.0%	10.4%	9.4%
FY17	47.0%	13.3%	7.7%	-3.1%	-2.6%	12.9%	7.2%
FY18	-7.5%	4.6%	2.9%	4.1%	7.3%	0.6%	2.5%
FY19	2.5%	3.1%	2.7%	-2.8%	4.1%	1.8%	1.8%
FY20	9.0%	6.5%	8.1%	-11.2%	-4.4%	2.5%	0.2%
FY21	-19.6%	-14.2%	-6.6%	-20.9%	-6.1%	-13.1%	-11.9%
FY22	22.7%	4.6%	5.1%	14.2%	23.8%	14.7%	15.3%
FY23	26.3%	18.0%	16.8%	-2.7%	36.2%	20.4%	21.4%
FY24	7.5%	5.1%	-0.7%	-7.7%	0.9%	1.5%	0.5%
FY25	5.8%	16.8%	7.9%	1.8%	2.0%	5.4%	4.7%

- Repair & maintenance work of the Vidyasagar setu started in the year 2022, thereby witnessing an increasing traffic in FY22 and FY23.
- However, FY23 has seen a higher growth with respect to FY22 due to closure of Santragachi ROB also on account of repair and maintenance
- In addition, FY23 & FY24 have seen higher traffic growth, due to the movement of construction vehicles to support the ongoing construction of Kalyani Expressway.
- Due to ongoing repair & maintenance of Vidyasagar setu, the bridge gets closed for all the vehicles varying between few hours to few days resulting in the surge of traffic on the project road.
- Further repair & maintenance work is yet to restart in the month of June/July-25, which may lead to temporary increase of traffic on the project road

Historic Data | CAGR

CAGR	Car	Bus	LCV	Truck	MAV	Total	PCU
FY23 vs FY19	7.9%	3.0%	5.5%	-6.0%	10.9%	5.3%	5.4%
FY25 vs FY19	7.5%	5.6%	4.8%	-5.0%	7.6%	4.7%	4.5%
FY25 vs FY23	6.6%	10.8%	3.5%	-3.1%	1.4%	3.4%	2.6%
FY25 vs FY09	8.8%	7.1%	6.1%	-2.0%	7.7%	5.4%	5.0%

- Car traffic has shown a robust growth of 8.8 % since FY09 to FY25 whereas the growth of cars in recent years has gone down to 6.6% from FY23 to FY25.
- Trucks have been showing decline in growth due to its replacement with larger axle category vehicles
- MAV has shown a significant growth of 10.9% from FY19 to FY23 due to higher traffic in FY23 on account of freight restrictions on alternate bridge. However, MAV growth has declined to 1.4% from FY23 to FY25.

Construction Vehicles | Kalyani Expressway

Stream	LCV	Truck	MAV	Total	PCU
OD Potential traffic around Kalyani Exp. (Construction & Empty only)	38	26	39	103	226
%AADT	0.3%	0.7%	0.6%	0.3%	0.4%

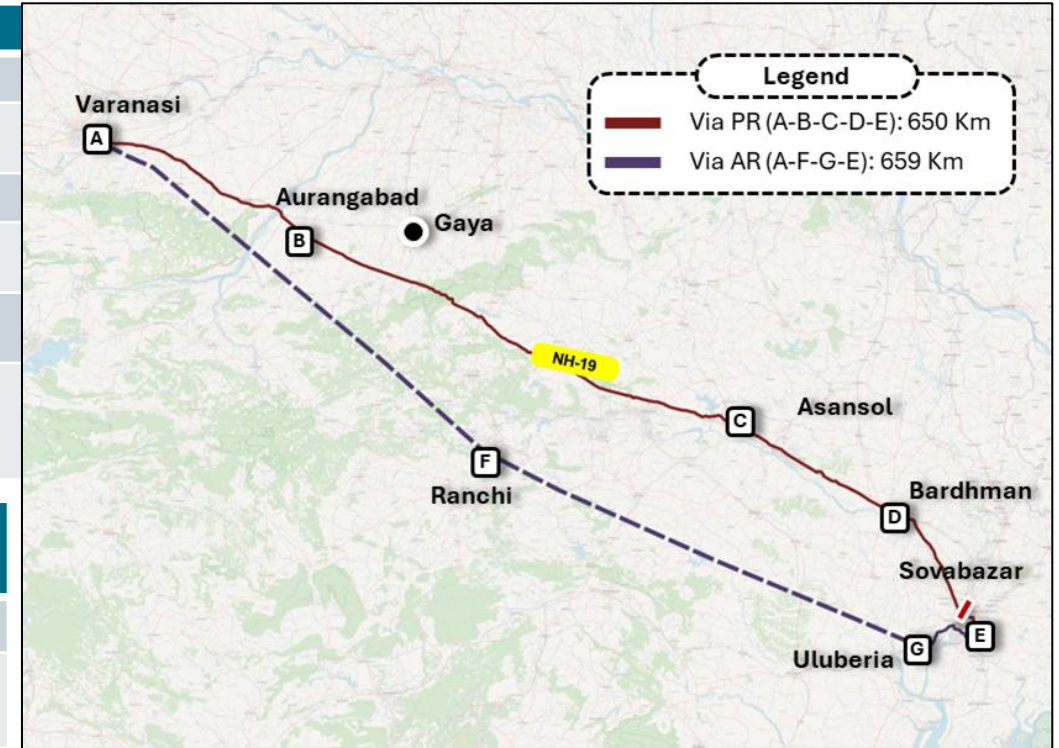
- Repair & maintenance work of the Vidyasagar setu started in the year 2022, thereby witnessing an increasing traffic in FY22 and FY23.
- However, FY23 has seen a higher growth in comparison to FY22 due to closure of Santragachi ROB also on account of repair and maintenance
- In addition, FY23 & FY24 have seen higher traffic growth, due to the movement of **construction vehicles to support the ongoing construction of Kalyani Expressway.**
- Once the construction of Kalyani expressway is over, PR may lose this additional traffic supporting the construction of Kalyani Expressway.
- The 4 - 5km section of Kalyani Expressway is still under construction and as per information available in public domain, the construction is scheduled to be completed by September 2025. Therefore, this additional traffic will cease to exist onwards FY27.

Diversions

Diversion I Varanasi-Ranchi-Kolkata Expressway-Central Zones of Kolkata

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Potential Traffic % AADT	2.4%	1.3%	1.8%	2.7%	2.6%	2.2%	2.3%
Diversion %	72.7%	40.8%	43.6%	39.2%	40.4%		
Diverted Traffic % AADT	1.7%	0.5%	0.8%	1.0%	1.1%	1.2%	1.1%
Willingness to shift factor	50.0%	50.0%	50.0%	50.0%	50.0%		
Considered Diverted Traffic % AADT	0.9%	0.3%	0.4%	0.5%	0.5%	0.6%	0.5%

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
Previous Study							
Potential Traffic % AADT	0.7%	0.0%	0.2%	1.3%	2.4%	0.9%	1.2%



- Varanasi – Kolkata Expressway (NH-319B) by NHAI is a proposed 4/6 lane access-controlled highway with a total length of 610 km with a route alignment connecting Varanasi in Uttar Pradesh, Ranchi in Jharkhand, and Kolkata in West Bengal.
- All packages under UP stage are in construction stage, packages in Bihar state are awarded and construction will start in next 2-3 months and packages under West Bengal state are yet to be awarded
- However, Varanasi-Kolkata Expressway is a greenfield corridor and due to lack of wayside amenities and route familiarity it may not attract complete traffic from the project road. In view of the above-mentioned reasons, a willingness to shift factor has been applied to the diverted traffic
- But as per the information available in public domain the expressway will be completed by 2026, considering the delay in construction of expressway and , the impact has been considered from **FY30 onwards with 25%, 50% in FY31 and 100% impact onwards FY32**

Diversion I Varanasi-Ranchi-Kolkata Expressway-Central Zones of Kolkata

East Zones	West Zones
South Dum Dum/ Laketown/Sreebhumi/ Bangur/ Nager Bajar	Jharkhand
New Town/ Eco Park	Bihar
Bidhannagar/ Sector V/ Chingrighata	Uttar Pradesh
Sovabazar/ Bagbazar/ Shyambajar/ Hatibagan/ Hedua/ Fariapukur/ Manicktala	Delhi
Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	Haryana
Sealdah/Sealdah Station	Uttarakhand
Phoolbagan/ Belegkata/ Kankurgachi/ Bagmari/ Ultadanga/ Subhas Sarovar	Himachal Pradesh
	Jammu & Kashmir/ Ladakh
	Punjab
	Rajasthan
	Nepal

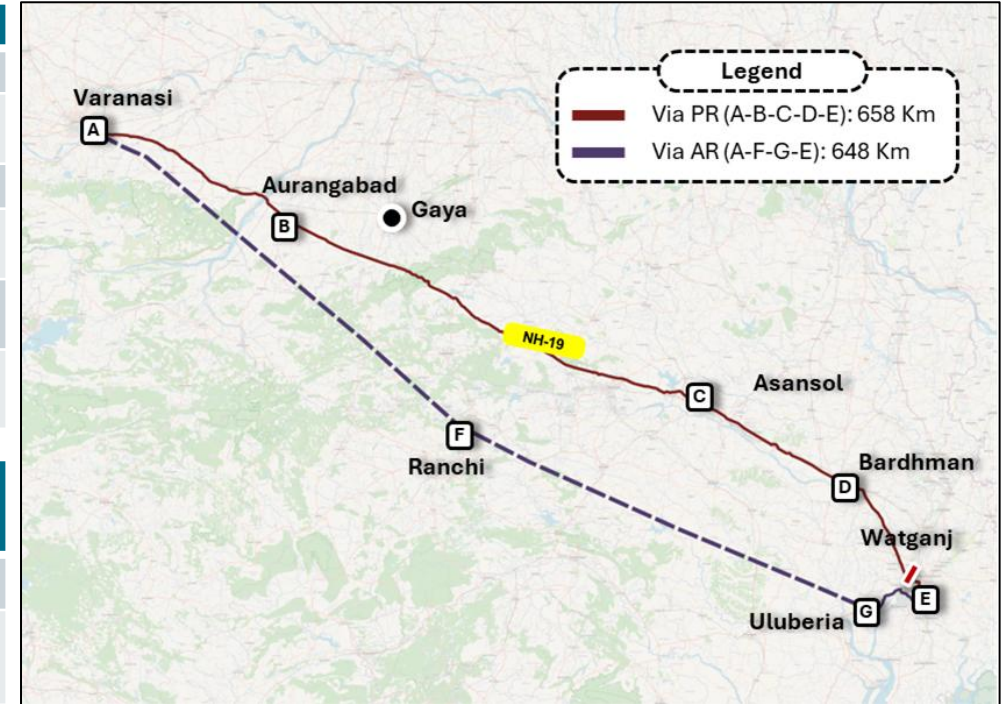
Top 10 Major OD Pairs	Total
Delhi To Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	77
Uttar Pradesh To Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	60
Jharkhand To Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	52
Uttar Pradesh To Sovabazar/ Bagbazar/ Shyambajar/ Hatibagan/ Hedua/ Fariapukur/ Manicktala	43
Bihar To Sovabazar/ Bagbazar/ Shyambajar/ Hatibagan/ Hedua/ Fariapukur/ Manicktala	41
Jharkhand To Sovabazar/ Bagbazar/ Shyambajar/ Hatibagan/ Hedua/ Fariapukur/ Manicktala	36
Bihar To Barabazar/ College Street/ Radha Bazar/ Bou Bazar/ Rajabazar/ Ezra Street/Mullickghat	33
Jharkhand To New Town/ Eco Park	31
Delhi To Sovabazar/ Bagbazar/ Shyambajar/ Hatibagan/ Hedua/ Fariapukur/ Manicktala	27
Uttar Pradesh To Phoolbagan/ Belegkata/ Kankurgachi/ Bagmari/ Ultadanga/ Subhas Sarovar	27
Total	425

Cost Ratio	Car	Bus	LCV	Truck	MAV>3A
Cost Ratio (AR/PR)	0.81	1.05	1.04	1.06	1.05

Diversion I Varanasi-Ranchi-Kolkata Expressway-South Zones of Kolkata

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Potential Traffic % AADT	1.2%	2.7%	1.0%	2.4%	2.9%	1.6%	1.9%
<i>Diversion %</i>	77.3%	46.0%	49.2%	45.1%	46.0%		
Diverted Traffic % AADT	0.9%	1.2%	0.5%	1.1%	1.3%	0.9%	1.0%
<i>Willingness to shift factor</i>	50.0%	50.0%	50.0%	50.0%	50.0%		
Considered Diverted Traffic % AADT	0.5%	0.6%	0.2%	0.5%	0.7%	0.4%	0.5%

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
Previous Study							
Potential Traffic % AADT	0.4%	0.0%	0.2%	1.5%	3.4%	1.1%	1.5%



- Varanasi – Kolkata Expressway (NH-319B) by NHA is a proposed 4/6 lane access-controlled highway with a total length of 610 km with a route alignment connecting Varanasi in Uttar Pradesh, Ranchi in Jharkhand, and Kolkata in West Bengal.
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- However, Varanasi-Kolkata Expressway is a greenfield corridor and due to lack of wayside amenities and route familiarity it may not attract complete traffic from the project road. In view of the above-mentioned reasons, a willingness to shift factor has been applied to the diverted traffic
- But as per the information available in public domain the expressway will be completed by 2026, considering the delay in construction of expressway and , the impact has been considered from **FY30 onwards with 25%, 50% in FY31 and 100% impact onwards FY32**

Diversion I Varanasi-Ranchi-Kolkata Expressway-South Zones of Kolkata

East Zones	West Zones
Bantala/ Leather Complex	Jharkhand
Maidan/ Victoria/ Park Circus/ Park Street/ Camac Street/ Rabindra Sadan	Bihar
Dharmatala/ Esplanade/ New Market/ BBD Bag/ Chandni Market/Dalhousie/ Lalbazar/ Babughat	Uttar Pradesh
Topsia/ Tangra/ Science City	Delhi
Kasba/ Ballygunge/ Tiljala/ Gariahat/ Ruby	Haryana
Jadavpur/ Dhakuria/ Baghajatin/ Santoshpur/ Garia/ Rajpur-Sonarpur/ Tollygunge	Uttarakhand
Alipore/ Kalighat/ Chetla/ Hazra/ Bhowanipur/ Paddapukur	Himachal Pradesh
Haridevpur/ Behala/ Barisha/ Joka	Jammu & Kashmir/ Ladakh
Maheshtala/ Batanagar/ Budge Budge	Punjab
Watganj/ Hastings/ Khidirpore/ Garden Reach/ Ekbalpur/ Metiabruz/ Majherhat/Taratata	Rajasthan
Kolkata Dock/ Kolkata Port	Nepal

Top 10 Major OD Pairs	Total
Jharkhand To Topsia/ Tangra/ Science City	30
Delhi To Dharmatala/ Esplanade/ New Market/ BBD Bag/ Chandni Market/Dalhousie/ Lalbazar/ Babughat	28
Jharkhand To Haridevpur/ Behala/ Barisha/ Joka	27
Delhi To Watganj/ Hastings/ Khidirpore/ Garden Reach/ Ekbalpur/ Metiabruz/ Majherhat/Taratata	26
Delhi To Maidan/ Victoria/ Park Circus/ Park Street/ Camac Street/ Rabindra Sadan	24
Uttar Pradesh To Dharmatala/ Esplanade/ New Market/ BBD Bag/ Chandni Market/Dalhousie/ Lalbazar/ Babughat	23
Jharkhand To Dharmatala/ Esplanade/ New Market/ BBD Bag/ Chandni Market/Dalhousie/ Lalbazar/ Babughat	22
Bihar To Jadavpur/ Dhakuria/ Baghajatin/ Santoshpur/ Garia/ Rajpur-Sonarpur/ Tollygunge	21
Bihar To Maidan/ Victoria/ Park Circus/ Park Street/ Camac Street/ Rabindra Sadan	18
Delhi To Kasba/ Ballygunge/ Tiljala/ Gariahat/ Ruby	16
Total	235

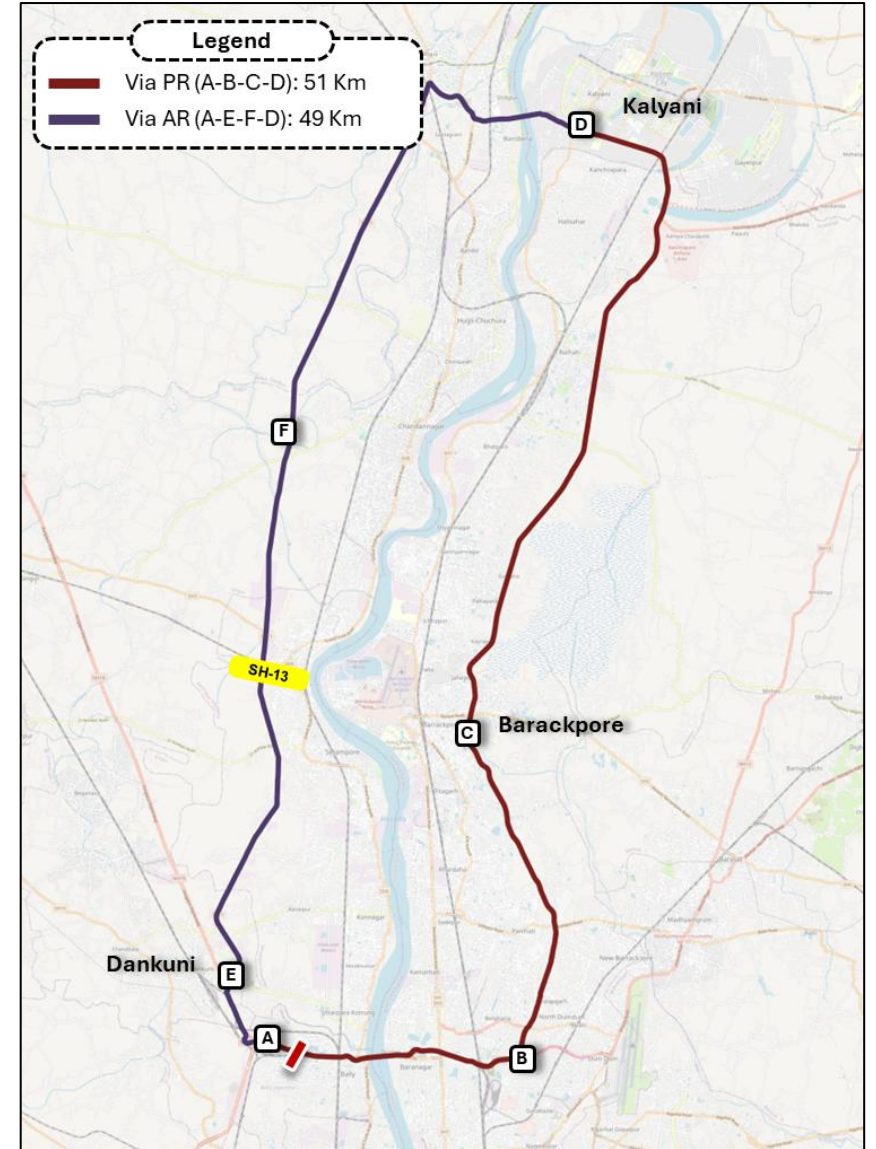
Cost Ratio	Car	Bus	LCV	Truck	MAV>3A
Cost Ratio (AR/PR)	0.77	1.02	1.0	1.03	1.02

Diversion | Second Ishwar Gupta Bridge – Howrah/Dankuni & beyond –Kalyani & beyond (1/4)

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Potential Traffic % AADT	2.4%	2.2%	3.9%	4.9%	5.2%	3.7%	4.2%
<i>Diversion %</i>	41.4%	30.2%	45.3%	36.4%	24.4%		
Diverted Traffic % AADT	-	-	1.8%	1.8%	1.3%	1.0%	1.2%

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
Previous Study							
Diverted Traffic % AADT	0.2%	0.0%	1.1%	2.0%	1.4%	0.9%	1.1%

- Second Ishwar Gupta bridge is approximately 700m long which spans over Hooghly river connecting Mogra in Hooghly district to Barojaguli in Nadia district
- The bridge is under construction phase and as per the information available in public domain the bridge will be completed by Dec 2025, Therefore impact has been considered from **FY28 onwards with 33%, 67% in FY29 and 100% impact onwards FY30**



Diversions | Second Ishwar Gupta Bridge – Howrah/Dankuni & beyond –Kalyani & beyond (1/4)

East Zones	West Zones
Kalyani/ Haliashahar/ Kachrapara/ Haringhata	Bally/ Belur/ Sapuipara/ Chamrail
Ranaghat/ Krishnanagar/ Chakdaha/ Mayapur	Liluah/ Belgachia/ Bamangachi/ Baltikuri/ Kona/ Salkia/ Ghusuri
Berhampur/ Murshidabad/ Lalgola/ Jiaganj	Howrah Railway Station/ Howrah Market/ Howrah
Raghunathganj/ Farakka	Santragachi/ Shibpur/ Nabanna/ Ramrajatala
Malda/ Raiganj/ Siliguri/ Darjeeling/ Jalpaiguri/ Alipurduar	Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla
Assam/ Meghalaya/ Manipur/ Sikkim/ Tripura/ Mizoram/ Nagaland/ Arunachal Pradesh	Gobra/ Dankuni/ Raghunathpur
	Uttarpara/ Konnanagar/ Hindmotor
	Rishra/ Serampore/ Baidyabati/ Bhadreswar
	Singur/ Champadanga/ Arambagh/ Tarkeshwar
	Kolaghat/ Tamluk/ Panskura
	Haldia/ Haldia Port
	Gujarat
	Kharagpur/ Midnapur/ Jhargram/ Contai/ Digha/ Salboni/ Chandrakona
	Odisha
	Jharkhand
	Madhya Pradesh
	Maharashtra
	Chhattisgarh
	Andhra Pradesh
	Telangana
	Karnataka
	Goa
	Tamil Nadu
	Kerala

Top 10 Major OD Pairs	Total
Gobra/ Dankuni/ Raghunathpur To Kalyani/ Haliashahar/ Kachrapara/ Haringhata	171
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Kalyani/ Haliashahar/ Kachrapara/ Haringhata	118
Gobra/ Dankuni/ Raghunathpur To Ranaghat/ Krishnanagar/ Chakdaha/ Mayapur	89
Howrah Railway Station/ Howrah Market/ Howrah To Kalyani/ Haliashahar/ Kachrapara/ Haringhata	69
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Ranaghat/ Krishnanagar/ Chakdaha/ Mayapur	68
Gobra/ Dankuni/ Raghunathpur To Malda/ Raiganj/ Siliguri/ Darjeeling/ Jalpaiguri/ Alipurduar	46
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Malda/ Raiganj/ Siliguri/ Darjeeling/ Jalpaiguri/ Alipurduar	43
Gobra/ Dankuni/ Raghunathpur To Berhampur/ Murshidabad/ Lalgola/ Jiaganj	40
Dhulagori/ Biparnna Para/ Uluberia/ Bagnan/ Amta/ Gabberia/ Andul/ Panchla To Berhampur/ Murshidabad/ Lalgola/ Jiaganj	38
Kharagpur/ Midnapur/ Jhargram/ Contai/ Digha/ Salboni/ Chandrakona To Ranaghat/ Krishnanagar/ Chakdaha/ Mayapur	35
Total	717

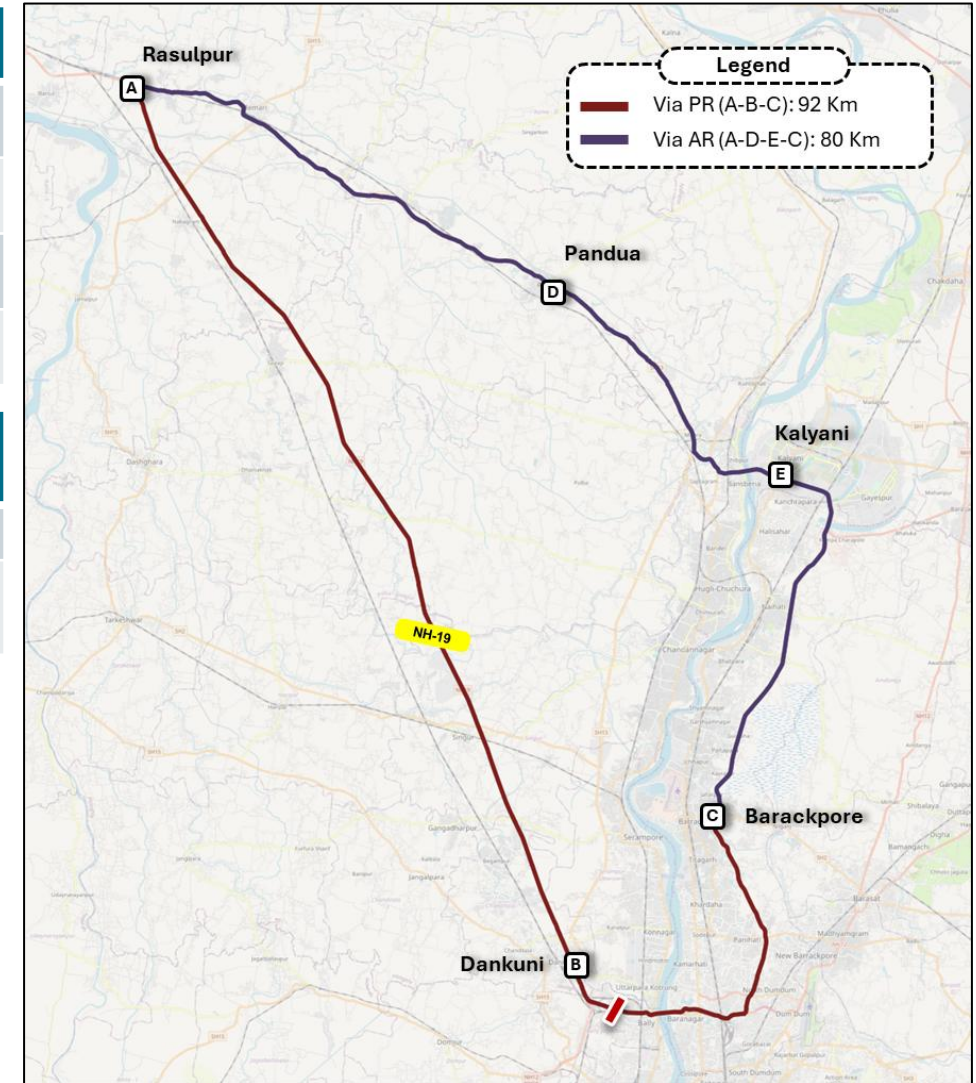
Cost Ratio	LCV	Truck	MAV>3A
Cost Ratio (AR/PR)	1.03	1.08	1.14

Diversion | Second Ishwar Gupta Bridge – Bardhman & beyond – Barrackpore & Surroundings (2/4)

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Potential Traffic % AADT	2.4%	3.3%	1.6%	1.9%	3.3%	2.3%	2.5%
<i>Diversion %</i>	50.8%	66.1%	67.1%	65.2%	49.8%		
Diverted Traffic % AADT	-	-	1.1%	1.3%	1.7%	0.8%	1.1%

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
Previous Study							
Diverted Traffic % AADT	0.7%	0.0%	1.8%	2.1%	2.2%	1.5%	1.7%

- Second Ishwar Gupta bridge is approximately 700m long which spans over Hooghly river connecting Mogra in Hooghly district to Barojaguli in Nadia district
- The bridge is under construction phase and as per the information available in public domain the bridge will be completed by Dec 2025, Therefore impact has been considered from **FY28 onwards with 33%, 67% in FY29 and 100% impact onwards FY30**



Diversion I Second Ishwar Gupta Bridge – Bardhaman & beyond – Barrackpore & Surroundings (2/4)

East Zones	West Zones
Khardaha/ Sodepur/ Panihati/ Amarabati	Chandannagar/ Chinsurah/ Mankundu/ Bandel
Barrackpore/ Titagarh	Bansbaria/ Tribeni/ Adisoptogram/ Pandua
Shyamnagar/ Kankinara/ Bhatpara/ Jagatdal/ Naihati	Nabadwip/ Katwa
	Shirampur
	Bardhaman
	Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan
	Bolpur/ Suri/ Rampurhat
	Birbhum/Mallarpur/Sainthia
	Sonamukhi
	Bankura/ Bishnupur/ Puruliya
	Bihar
	Uttar Pradesh
	Delhi
	Haryana
	Uttarakhand
	Himachal Pradesh
	Jammu & Kashmir/ Ladakh
	Punjab
	Rajasthan
	Nepal

Cost Ratio	LCV	Truck	MAV>3A
Cost Ratio (AR/PR)	0.90	0.92	1.00

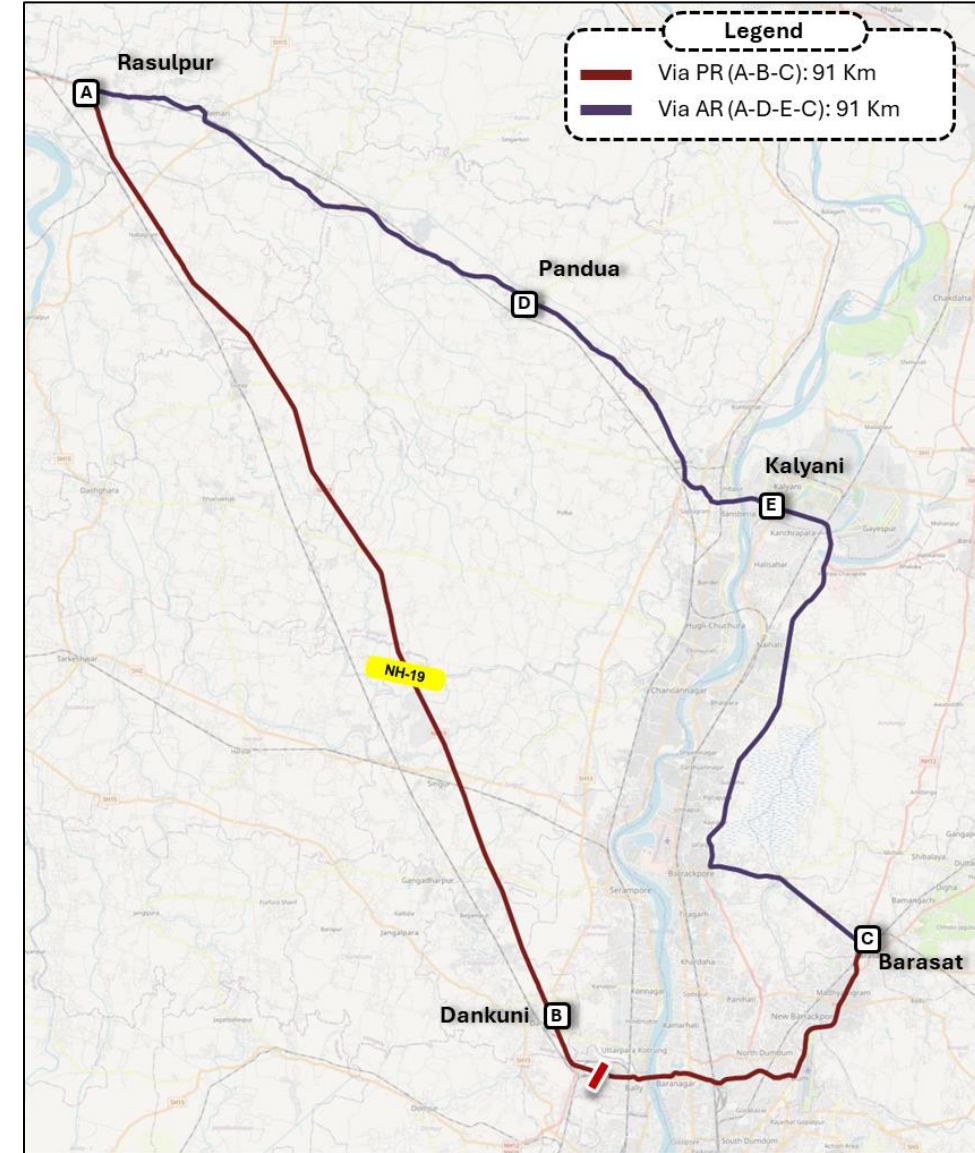
Top 10 Major OD Pairs	Total
Bardhaman To Barrackpore/ Titagarh	132
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Barrackpore/ Titagarh	96
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Khardaha/ Sodepur/ Panihati/ Amarabati	90
Bardhaman To Khardaha/ Sodepur/ Panihati/ Amarabati	86
Uttar Pradesh To Barrackpore/ Titagarh	62
Chandannagar/ Chinsurah/ Mankundu/ Bandel To Barrackpore/ Titagarh	41
Uttar Pradesh To Khardaha/ Sodepur/ Panihati/ Amarabati	32
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Shyamnagar/ Kankinara/ Bhatpara/ Jagatdal/ Naihati	30
Chandannagar/ Chinsurah/ Mankundu/ Bandel To Khardaha/ Sodepur/ Panihati/ Amarabati	23
Delhi To Khardaha/ Sodepur/ Panihati/ Amarabati	20
Total	611

Diversion | Second Ishwar Gupta Bridge – Bardhman & beyond – Barasat & Surroundings (3/4)

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Potential Traffic % AADT	2.7%	2.6%	3.5%	5.0%	5.8%	3.8%	4.3%
Diversion %	59.7%	49.5%	44.7%	44.4%	30.1%		
Diverted Traffic % AADT	-	-	1.6%	2.2%	1.8%	1.1%	1.4%

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
Previous Study							
Diverted Traffic % AADT	0.5%	0.0%	1.2%	1.4%	2.8%	1.3%	1.6%

- Second Ishwar Gupta bridge is approximately 700m long which spans over Hooghly river connecting Mogra in Hooghly district to Barojaguli in Nadia district
- The bridge is under construction phase and as per the information available in public domain the bridge will be completed by Dec 2025, Therefore impact has been considered from **FY28 onwards** with **33%, 67% in FY29 and 100% impact onwards FY30**



Diversion I Second Ishwar Gupta Bridge – Bardhaman & beyond – Barasat & Surroundings (3/4)

East Zones	West Zones
Madhyamgram/ Barasat	Chandannagar/ Chinsurah/ Mankundu/ Bandel
Habra/ Bongaon/ Gaighata	Bansbaria/ Tribeni/ Adisoptogram/ Pandua
Basirhat/ Taki/ Hasnabad/ Haroa	Nabadwip/ Katwa
Bangladesh	Shirampur
	Bardhaman
	Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan
	Bolpur/ Suri/ Rampurhat
	Birbhum/Mallarpur/Sainthia
	Sonamukhi
	Bankura/ Bishnupur/ Puruliya
	Bihar
	Uttar Pradesh
	Delhi
	Haryana
	Uttarakhand
	Himachal Pradesh
	Jammu & Kashmir/ Ladakh
	Punjab
	Rajasthan
	Nepal

Cost Ratio	LCV	Truck	MAV>3A
Cost Ratio (AR/PR)	1.03	1.03	1.11

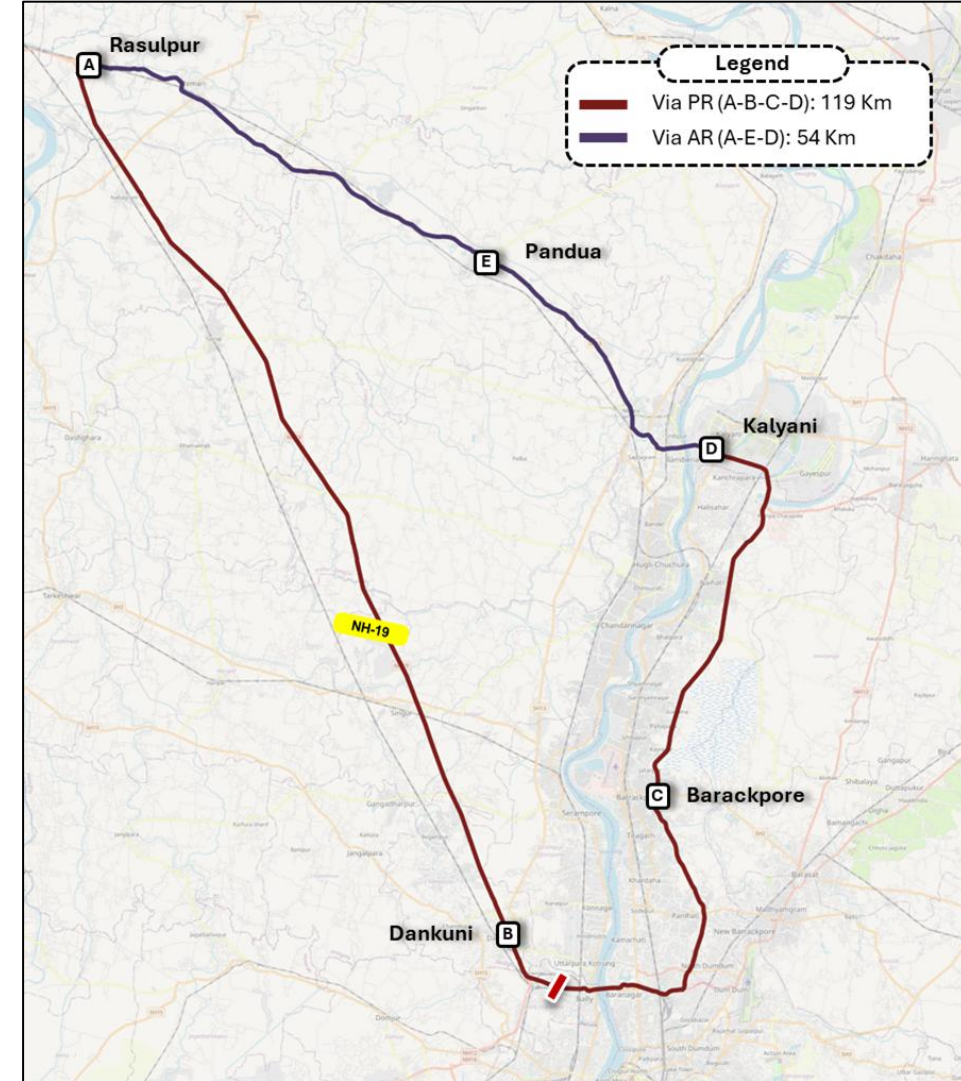
Top 10 Major OD Pairs	Total
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Madhyamgram/ Barasat	277
Bardhaman To Madhyamgram/ Barasat	266
Bihar To Madhyamgram/ Barasat	95
Uttar Pradesh To Madhyamgram/ Barasat	86
Bardhaman To Habra/ Bongaon/ Gaighata	62
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Habra/ Bongaon/ Gaighata	60
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Basirhat/ Taki/ Hasnabad/ Haroa	53
Delhi To Madhyamgram/ Barasat	43
Chandannagar/ Chinsurah/ Mankundu/ Bandel To Madhyamgram/ Barasat	30
Bansbaria/ Tribeni/ Adisoptogram/ Pandua To Madhyamgram/ Barasat	28
Total	1,001

Diversion I Second Ishwar Gupta Bridge – Bardhman & beyond – Kalyani & beyond (4/4)

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Potential Traffic % AADT	0.9%	0.8%	0.9%	1.1%	1.9%	1.1%	1.3%
Diverted Traffic % AADT	-	-	0.9%	1.1%	1.9%	0.8%	1.1%

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
Previous Study							
Diverted Traffic % AADT	0.2%	0.0%	0.3%	0.9%	0.9%	0.4%	0.6%

- Second Ishwar Gupta bridge is approximately 700m long which spans over Hooghly river connecting Mogra in Hooghly district to Barojaguli in Nadia district
- The bridge is under construction phase and as per the information available in public domain the bridge will be completed by Dec 2025, Therefore impact has been considered from **FY28 onwards with 33%, 67% in FY29 and 100% impact onwards FY30**



Diversion I Second Ishwar Gupta Bridge – Bardhman & beyond – Kalyani & beyond (4/4)

East Zones	West Zones
Kalyani/ Halishahar/ Kachrapara/ Haringhata	Chandannagar/ Chinsurah/ Mankundu/ Bandel
Ranaghat/ Krishnanagar/ Chakdaha/ Mayapur	Bansbaria/ Tribeni/ Adisoptogram/ Pandua
Berhampur/ Murshidabad/ Lalgola/ Jiaganj	Nabadwip/ Katwa
Raghunathganj/ Farakka	Shirampur
Malda/ Raiganj/ Siliguri/ Darjeeling/ Jalpaiguri/ Alipurduar	Bardhaman
Assam/ Meghalaya/ Manipur/ Sikkim/ Tripura/ Mizoram/ Nagaland/ Arunachal Pradesh	Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan
	Bolpur/ Suri/ Rampurhat
	Birbhum/Mallarpur/Sainthia
	Sonamukhi
	Bankura/ Bishnupur/ Puruliya
	Bihar
	Uttar Pradesh
	Delhi
	Haryana
	Uttarakhand
	Himachal Pradesh
	Jammu & Kashmir/ Ladakh
	Punjab
	Rajasthan
	Nepal

Top 10 Major OD Pairs	Total
Durgapur/ Asansol/ Raniganj/ Andal/ Panagarh/ Chittaranjan To Kalyani/ Halishahar/ Kachrapara/ Haringhata	45
Bardhaman To Ranaghat/ Krishnanagar/ Chakdaha/ Mayapur	31
Chandannagar/ Chinsurah/ Mankundu/ Bandel To Berhampur/ Murshidabad/ Lalgola/ Jiaganj	28
Rajasthan To Kalyani/ Halishahar/ Kachrapara/ Haringhata	27
Chandannagar/ Chinsurah/ Mankundu/ Bandel To Kalyani/ Halishahar/ Kachrapara/ Haringhata	24
Bardhaman To Kalyani/ Halishahar/ Kachrapara/ Haringhata	23
Bankura/ Bishnupur/ Puruliya To Kalyani/ Halishahar/ Kachrapara/ Haringhata	21
Bardhaman To Berhampur/ Murshidabad/ Lalgola/ Jiaganj	19
Bihar To Kalyani/ Halishahar/ Kachrapara/ Haringhata	17
Bardhaman To Malda/ Raiganj/ Siliguri/ Darjeeling/ Jalpaiguri/ Alipurduar	17
Total	251

Diversion I Summary- **6.1%** PCU will be diverted from the project road

	Car	Bus	LCV	Truck	MAV>3A	Total	PCU
FY25 AADT	11,622	549	11,557	3,698	6,959	34,384	58,328
Varanasi Kolkata Expressway	1.3%	0.9%	0.6%	1.1%	1.2%	1.0%	1.0%
Second Ishwar Gupta Bridge	0.0%	0.0%	5.3%	6.4%	6.5%	3.8%	4.7%
Kalyani Expressway Construction Vehicles	0.0%	0.0%	0.3%	0.7%	0.6%	0.3%	0.4%
Total	1.3%	0.9%	6.2%	8.2%	8.3%	5.1%	6.1%

- Varanasi Kolkata Expressway:- **FY30** onwards with 25%, 50% in FY31 and 100% impact onwards FY32
- Second Ishwar Gupta Bridge:- **FY28** onwards with 33%, 67% in FY29 and 100% impact onwards FY30
- Construction Vehicles:- **FY27** onwards with 100% impact

Traffic growth & projections – Commodity Approach

Traffic growth Summary | **4.2%** PCU growth before diversion and **3.5%** PCU growth post diversion

Before Diversion-Without Vidyasagar Traffic

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,470	13,362	14,299	15,281	16,310	17,386	18,511	19,684	20,906	6.7%
Bus	549	569	589	610	630	652	673	695	717	739	3.4%
LCV	11,557	12,021	12,500	12,975	13,441	13,880	14,292	14,734	15,194	15,671	3.4%
Truck	3,698	3,725	3,754	3,778	3,797	3,799	3,793	3,789	3,785	3,783	0.3%
MAV>3A	6,959	7,307	7,680	8,060	8,447	8,809	9,165	9,541	9,936	10,348	4.5%
Total	34,384	36,092	37,886	39,722	41,596	43,450	45,311	47,270	49,315	51,448	4.6%
PCU	58,328	61,012	63,839	66,717	69,637	72,459	75,254	78,204	81,286	84,502	4.2%

After Diversion-Without Vidyasagar Traffic

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,470	13,362	14,299	15,281	16,256	17,272	18,266	19,424	20,630	6.6%
Bus	549	569	589	610	630	650	670	689	711	733	3.3%
LCV	11,557	12,021	12,459	12,707	12,925	13,080	13,446	13,816	14,247	14,694	2.7%
Truck	3,698	3,725	3,728	3,671	3,608	3,518	3,503	3,478	3,475	3,473	-0.7%
MAV>3A	6,959	7,307	7,637	7,841	8,033	8,159	8,461	8,752	9,113	9,492	3.5%
Total	34,384	36,092	37,775	39,128	40,477	41,663	43,352	45,001	46,970	49,022	4.0%
PCU	58,328	61,012	63,596	65,444	67,244	68,689	71,170	73,580	76,505	79,558	3.5%

Traffic growth Summary | Present study and Previous study

After Diversion-Present Study

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,470	13,362	14,299	15,281	16,256	17,272	18,266	19,424	20,630	6.6%
Bus	549	569	589	610	630	650	670	689	711	733	3.3%
LCV	11,557	12,021	12,459	12,707	12,925	13,080	13,446	13,816	14,247	14,694	2.7%
Truck	3,698	3,725	3,728	3,671	3,608	3,518	3,503	3,478	3,475	3,473	-0.7%
MAV>3A	6,959	7,307	7,637	7,841	8,033	8,159	8,461	8,752	9,113	9,492	3.5%
Total	34,384	36,092	37,775	39,128	40,477	41,663	43,352	45,001	46,970	49,022	4.0%
PCU	58,328	61,012	63,596	65,444	67,244	68,689	71,170	73,580	76,505	79,558	3.5%

After Diversion-Previous Study-IHS GDP

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
PCU	58,437	60,943	60,290	62,854	65,511	68,245	70,966	73,733	76,503	79,284	3.4%

After Diversion-Previous Study-Oxford GDP

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
PCU	59,614	62,733	62,505	65,682	68,913	72,190	75,336	78,485	81,624	84,734	4.0%

Revenue in Cr | 8.5% growth in Revenue from FY25-FY34

FYs	Total Revenue (In Cr.)
FY25*	237.7
FY26	254.9
FY27	278.2
FY28	302.5
FY29	325.8
FY30	349.2
FY31	380.9
FY32	416.7
FY33	455.1
FY34	497.2
Total	3,498.4
CAGR (FY25-FY34)	8.5%

FYs	WPI	RBI Reference Rate
FY26	5.0%	3%
FY27	5.0%	3%
FY28	5.0%	3%
FY29	5.0%	3%
FY30	5.0%	3%
FY31	5.0%	3%
FY32	5.0%	3%
FY33	5.0%	3%
FY34	5.0%	3%

*Note:-Tollable Revenue

Traffic growth & projections – Econometric Approach

Econometric Approach | Elasticities

Vehicle Type		FY 26- FY 30	FY 31 - FY 34
<i>Car</i>	Adopted Elasticities >>	1.28	1.22
<i>Bus</i>		0.60	0.60
<i>LCV</i>		0.72	0.68
<i>Trucks 2A</i>		0.0	0.0
<i>MAV</i>		0.72	0.68

Regression analysis has performed between dependent variables and Independent variables.

Regression analysis has performed for the period 2012 – 2021.

Traffic growth Summary | **3.8%** PCU growth before diversion and **3.1%** PCU growth post diversion

Before Diversion (S&P GDP)

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,433	13,281	14,211	15,187	16,160	17,146	18,164	19,202	20,289	6.4%
Bus	549	568	588	609	630	651	672	693	714	735	3.3%
LCV	11,557	11,981	12,410	12,861	13,309	13,736	14,150	14,563	14,962	15,356	3.2%
Truck	3,698	3,629	3,562	3,497	3,434	3,373	3,314	3,257	3,203	3,150	-1.8%
MAV>3A	6,959	7,292	7,632	7,989	8,348	8,699	9,045	9,395	9,741	10,087	4.2%
Total	34,384	35,904	37,472	39,166	40,908	42,619	44,328	46,072	47,821	49,617	4.2%
PCU	58,328	60,676	63,091	65,680	68,323	70,909	73,480	76,093	78,700	81,353	3.8%

After Diversion (S&P GDP)

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,433	13,281	14,211	15,187	16,107	17,033	17,924	18,948	20,021	6.2%
Bus	549	568	588	609	630	649	669	687	707	728	3.2%
LCV	11,557	11,981	12,369	12,595	12,798	12,945	13,313	13,655	14,030	14,399	2.5%
Truck	3,698	3,629	3,536	3,398	3,263	3,124	3,060	2,991	2,940	2,892	-2.7%
MAV>3A	6,959	7,292	7,589	7,771	7,938	8,054	8,347	8,613	8,929	9,246	3.2%
Total	34,384	35,904	37,364	38,584	39,816	40,878	42,422	43,869	45,555	47,286	3.6%
PCU	58,328	60,676	62,851	64,431	65,983	67,230	69,501	71,599	74,076	76,597	3.1%

* Note:- GDP line same as shared in VEPL asset

Scenario 1 (Closure of VidyaSagar Setu)

Induced Traffic | Closure of VidyaSagar Setu

Stream	Truck	MAV	Total	PCU
Additional traffic on PR from Vidyasagar setu (% AADT)	13.6%	17.4%	5.0%	7.9%

- Vidyasagar setu, the only alternate bridge that allows freight traffic apart from the Project road (SVB).
- It is to be noted that this bridge is undergoing repair and maintenance from past 2-3 years due to which 1 lane from each side is closed for the same.
- In addition to this, Santragachi ROB is also under repair and maintenance, there may be further construction work of parallel ROB likely to be undertaken as part of upgradation of Kona Expressway
- Further repair & maintenance work is yet to restart in the month of June/July-25, which may lead to partial closure of the bridge.
- It is assumed that some of the freight traffic may shift to the project road on account of construction activity and partial closure of the bridge
- Based on previous study potential traffic on Vidyasagar setu that may shift to PR is considered, This gain in traffic is considered for 2 years with 75% impact in FY26 and 100% impact in FY27.

Traffic growth Summary | 4.2% PCU growth before diversion and 3.5% PCU growth post diversion

Before Diversion

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,470	13,362	14,299	15,281	16,310	17,386	18,511	19,684	20,906	6.7%
Bus	549	569	589	610	630	652	673	695	717	739	3.4%
LCV	11,557	12,021	12,500	12,975	13,441	13,880	14,292	14,734	15,194	15,671	3.4%
Truck	3,698	3,725	3,754	3,778	3,797	3,799	3,793	3,789	3,785	3,783	0.3%
MAV>3A	6,959	7,307	7,680	8,060	8,447	8,809	9,165	9,541	9,936	10,348	4.5%
Total	34,384	36,092	37,886	39,722	41,596	43,450	45,311	47,270	49,315	51,448	4.6%
PCU	58,328	61,012	63,839	66,717	69,637	72,459	75,254	78,204	81,286	84,502	4.2%

Before Diversion including Vidyasagar traffic

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,470	13,362	14,299	15,281	16,310	17,386	18,511	19,684	20,906	6.7%
Bus	549	569	589	610	630	652	673	695	717	739	3.4%
LCV	11,557	12,021	12,500	12,975	13,441	13,880	14,292	14,734	15,194	15,671	3.4%
Truck	3,698	4,104	4,264	3,778	3,797	3,799	3,793	3,789	3,785	3,783	0.3%
MAV>3A	6,959	8,260	9,015	8,060	8,447	8,809	9,165	9,541	9,936	10,348	4.5%
Total	34,384	37,424	39,730	39,722	41,596	43,450	45,311	47,270	49,315	51,448	4.6%
PCU	58,328	64,628	68,863	66,717	69,637	72,459	75,254	78,204	81,286	84,502	4.2%

After Diversion including Vidyasagar traffic

Modes	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	CAGR (FY25-FY34)
Cars	11,622	12,470	13,362	14,299	15,281	16,256	17,272	18,266	19,424	20,630	6.6%
Bus	549	569	589	610	630	650	670	689	711	733	3.3%
LCV	11,557	12,021	12,459	12,707	12,925	13,080	13,446	13,816	14,247	14,694	2.7%
Truck	3,698	4,104	4,237	3,671	3,608	3,518	3,503	3,478	3,475	3,473	-0.7%
MAV>3A	6,959	8,260	8,972	7,841	8,033	8,159	8,461	8,752	9,113	9,492	3.5%
Total	34,384	37,424	39,619	39,128	40,477	41,663	43,352	45,001	46,970	49,022	4.0%
PCU	58,328	64,628	68,619	65,444	67,244	68,689	71,170	73,580	76,505	79,558	3.5%

Revenue in Cr | 9.4% revenue growth before diversion and 8.5% revenue growth post diversion

FYs	Before Diversion	Before Diversion (including Vidyasagar traffic)	After Diversion (including Vidyasagar traffic)
FY25*	237.7	237.7	237.7
FY26	254.9	272.2	272.2
FY27	279.5	304.7	303.5
FY28	309.2	309.2	302.5
FY29	339.0	339.0	325.8
FY30	370.9	370.9	349.2
FY31	405.5	405.5	380.9
FY32	446.0	446.0	416.7
FY33	487.0	487.0	455.1
FY34	531.9	531.9	497.2
Total	3,661.8	3,704.3	3,540.9
CAGR (FY25-FY34)	9.4%	9.4%	8.5%

*Note:-Tollable Revenue

- Since the vehicular traffic has increased in FY26 and FY27 due to partial closure of Vidyasagar setu, this leads to increase of revenue in these 2 years only.
- The CAGR remains constant before and after including Vidyasagar Setu traffic. However, the difference is evident in the total revenue.

FYs	WPI	RBI Reference Rate
FY26	5.0%	3%
FY27	5.0%	3%
FY28	5.0%	3%
FY29	5.0%	3%
FY30	5.0%	3%
FY31	5.0%	3%
FY32	5.0%	3%
FY33	5.0%	3%
FY34	5.0%	3%



The coefficient of confidence

Annexure

Jan-25 Data

Date	Car	Bus	LCV	Truck	MAV
01-Jan-25	15,678	581	7,913	2,348	5,007
02-Jan-25	13,331	612	12,623	3,052	7,698
03-Jan-25	13,064	613	13,574	3,580	8,330
04-Jan-25	13,673	682	13,323	3,647	8,272
05-Jan-25	14,287	695	7,739	2,809	7,734
06-Jan-25	12,602	695	12,024	3,214	7,660
07-Jan-25	11,943	577	13,396	3,666	8,232
08-Jan-25	12,102	592	13,403	3,790	8,505
09-Jan-25	11,733	566	13,424	3,939	8,504
10-Jan-25	12,701	667	13,717	3,728	8,449
11-Jan-25	14,233	800	13,495	3,676	8,847
12-Jan-25	13,523	805	7,906	2,716	7,926
13-Jan-25	12,029	679	12,314	3,399	7,855
14-Jan-25	10,860	492	11,433	3,236	6,134
15-Jan-25	11,570	573	12,922	3,342	7,079
16-Jan-25	11,715	563	13,032	3,610	8,083
17-Jan-25	12,711	646	13,498	3,612	8,154
18-Jan-25	13,224	759	13,329	3,804	8,395
19-Jan-25	13,315	782	7,978	2,969	7,582
20-Jan-25	12,634	724	12,409	3,228	7,761
21-Jan-25	11,764	625	14,048	3,621	8,141
22-Jan-25	13,923	668	13,770	3,641	8,068
23-Jan-25	23,057	997	12,317	3,644	8,614
24-Jan-25	25,667	1,509	13,266	3,419	7,732
25-Jan-25	24,158	1,274	14,257	3,798	8,799
26-Jan-25	25,320	1,314	6,877	2,424	6,740
27-Jan-25	16,465	1,107	12,259	3,070	7,642
28-Jan-25	12,712	635	13,792	3,753	8,488
29-Jan-25	12,318	547	13,888	3,897	8,655
30-Jan-25	11,734	561	13,863	3,756	8,318
31-Jan-25	13,493	593	14,067	3,775	8,061

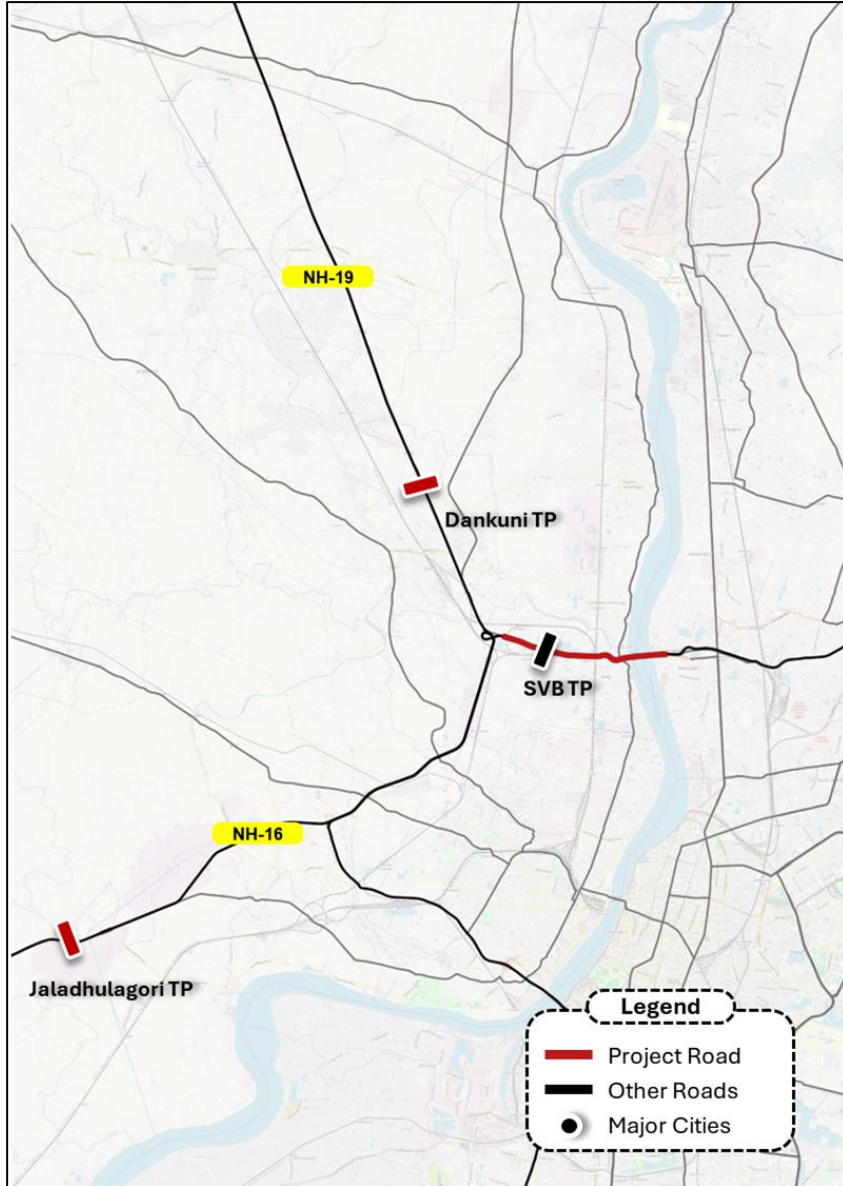
OD Summary | District Influence

Districts	Car	Bus	LCV	Truck	MAV
North 24 Parganas	26.4%	20.2%	29.1%	25.6%	25.1%
Hooghly	18.6%	18.6%	20.1%	15.8%	12.8%
Kolkata	20.5%	25.8%	17.1%	19.6%	19.4%
Howrah	12.2%	12.1%	13.0%	12.0%	10.6%
West Midnapur	4.6%	5.9%	2.6%	2.6%	1.9%
West Bardhaman	3.0%	2.8%	2.5%	3.2%	4.7%
East Midnapur	1.4%	0.5%	2.3%	2.2%	3.2%
East Bardhaman	4.5%	5.0%	2.1%	3.5%	5.2%
Nadia	1.1%	0.9%	1.8%	2.2%	2.2%
Uttar Pradesh	0.7%	0.4%	1.2%	1.4%	1.4%

Traffic growth Summary | Commodity Growth Rates

Modes	FY26-FY30	FY31-FY34
Agri Produce	2.7%	2.2%
Automobiles	6.1%	5.5%
Chemical products	3.8%	3.2%
Coal	2.5%	2.1%
Construction materials	6.7%	5.5%
Consumer Foods	3.6%	3.0%
Consumer Products	3.6%	3.0%
Container	5.8%	4.8%
Courier & parcel	7.4%	6.1%
Iron & Steel Products	5.9%	4.6%
Machinery	2.5%	1.9%
Milk & Animal Food	2.5%	2.1%
Others	3.6%	3.0%
Paper products	3.6%	3.0%
Petroleum Products	1.7%	1.5%
Pharmaceuticals	3.4%	2.8%
Plastic products	5.2%	4.1%
Plywood & Timber products	4.5%	3.7%
Rubber products	4.2%	3.4%
Textile & Footwear	3.1%	2.6%
Tiles & Ceramic products	4.5%	3.7%

Neighboring Assets Performance



There are 2 toll plazas that connects the project road via NH-16 and NH-19 these are:-

- Jaladhulagori TP
- Dankuni TP

TP	FY23	FY24	FY25
Traffic			
Jaladhulagori TP	36,794	38,576	40,398
Dankuni TP	26,981	23,424	23,282
YoY Growth			
Jaladhulagori TP	-	4.8%	4.7%
Dankuni TP	-	-13.2%	-0.6%