

कायलिय प्रमुख अभियन्ता, उत्तर प्रदेश,
लोक निर्माण विभाग,
1 शि०/या०१ वर्ग

E. 117/154
53-117

क्रमांक: 2315/10
5 एमटी-गु०३१०/१४
कार्यालय - शाप

लखनऊ: दिनांक 2 फरवरी: 94

भारत सरकार, जल, भूतल परिरक्षण मन्त्रालय, नई दिल्ली ने अपने
पत्रांक-2401/5/93 आर. एम. पी., दिनांक 30 दिसम्बर 1993 ए प्रति संलग्न

के द्वारा केन्द्र की मशीनों के हाथर चार्ज की गणना के लिये निर्दिष्ट पत्रों की
इकोनामिकल लाइफ का निर्धारण किया है।

उपरोक्त नामित लोक निर्माण विभाग की मशीनों के हाथर चार्ज की
गणना के लिये भी मान्य होंगे।

डी. के. गुप्ता
प्रमुख अभियन्ता

प्रतिलिपि निम्नलिखित को सुकार्य एवं आधा कार्यावाही हेतु प्रेषित:-

- 1- सहायक अभियन्ता
- 2- सहायक अभियन्ता
- 3- सहायक अभियन्ता
- 4- सहायक अभियन्ता

- समस्त क्षेत्रीय प्रमुख अभियन्ता, लोकनि०धि०, 3090
- निदेशक, अन्वेषण तथा लोक निर्माण विभाग, लखनऊ
- समस्त अधीक्षण अभियन्ता, सिविल/ शि०/या० लोक निर्माण विभाग, उत्तर प्रदेश
- समस्त अधीक्षारी अभियन्ता, शि०/या० / कार्य अधीक्षक शि०/या० लोक निर्माण विभाग, उत्तर प्रदेश

संलग्नक:- उपरोक्तानुसार।

स 8163/25 अ/श/1/80-दि. 1/1/94
प्रमुख अभियन्ता, 1 शि०/या०१

उपरोक्त कार्यवाही के लिये संलग्नक संलग्न है।

का/१/२/९२
लखनऊ 1/5/94/32/37/38/६३/६९ ए. सं.

संलग्नक - उपरोक्तानुसार।

(सि) गुप्ता
होम मन्त्रालय

संख्या 465

1. 2-संख्या-13/94 दिनांक 18/3/94

मन्त्रालय/१३/१९९४/३२/३७/३८/६३/६९ ए. सं.
प्रतिलिपि उपरोक्तानुसार अभियन्ता क्र. 1/1/94 का कार्यवाही के लिये संलग्न है।

47 MAR 1994
श्री 10

Government of India
Ministry of Surface Transport
(Roads Wing)

2100.14

'Transport Bhawan'
No.1, Parliament Street,
New Delhi, dt. the 30th Dec 1993

No. RW-24011/5/93-AMP

1. The Secretaries,
(dealing with National Highways),
P.W.Ds of all States and U.Ts.
2. Director General (Works),
C.P.W.U.,
Nirman Bhawan,
New Delhi-110 011.
3. The Secretary,
Border Road Development Board,
Sewa Bhawan,
New Delhi-110 001.

Sub: Revision of norms of economic life of Road/Bridge
construction machines belonging to this Ministry.

Sir,

I am directed to say that Ministry vide letter No. RM-21 (3)/75 dated 4th June, 1976 had intimated to the States the calculation procedure of hire charges of Central machinery, under which the economic life of machine to be adopted for calculation purpose was enclosed. It has been experienced that the prescribed working life of road making machines could not be achieved due to various reasons.

2. Subsequently matter was referred to the "Standing Committee of Senior Mechanical Engineers in the Highway Sector". The recommendations made by the members of Standing Committee were discussed in detail in the meeting held at Guwahati in May 1993 and economic life of various machines have been finalised.

The recommendations of the Standing Committee have been examined in this Ministry and it has been decided that for Ministry's machines available in the States, economic life for condemnation of Central machines will be as indicated below :-

- (a) The economic life of Road/bridge construction machines may be adopted as per attached Appendix 'I'. The life achieved either in years or kms/hours whichever is later will be taken for condemnation purpose of central machines available in respective States/U.Ts.
- (b) The formula shown in Appendix II may only be adopted for exceptional cases for calculation of average life of machines, which are of obsolete model and for which spares are not readily available and if their further repairs are considered not economical.

Contd.....2

