

ରାଜ୍ୟ ପରିବହନ ପ୍ରାଧିକାରୀଙ୍କ କାର୍ଯ୍ୟାଳୟ, ଓଡ଼ିଶା, କଟକ ।

ବସ ମାଲିକଙ୍କପାଇଁ ବିଶେଷ ସୂଚନା

**ଭୁବନେଶ୍ୱର/କଟକ-ଡେକାନାଲ-ବନ୍ଦରପାଳ-ନାଲୋନଗର-ଅନୁଗୁଳ/ଏଫସିଆଇ-ଡାଳଚେର ମାର୍ଗରେ
ଚୂଡ଼ାନ୍ତ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ(Final Rationalized Timing)**

ଏତଦ୍ୱାରା ଭୁବନେଶ୍ୱର/କଟକ-ଡେକାନାଲ-ବନ୍ଦରପାଳ-ନାଲୋନଗର-ଅନୁଗୁଳ/ଏଫସିଆଇ-ଡାଳଚେର ମାର୍ଗରେ ଚଳାଚଳ କରୁଥିବା ସମସ୍ତ ଯାତ୍ରୀବାହୀ ଯାନର ମାଲିକମାନଙ୍କୁ ଜଣାଇ ଦିଆଯାଉଅଛି ଯେ, ଉକ୍ତ ମାର୍ଗରେ ଚଳାଚଳ କରୁଥିବା ସମସ୍ତ ଯାତ୍ରୀବାହୀ ଯାନମାନଙ୍କର ପ୍ରଥମ ପ୍ରସ୍ତାବିତ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ (1st Draft Rationalized Timing) ପ୍ରସ୍ତୁତ କରାଯାଇ ଦୈନିକ ଖବର କାଗଜ "ସମାଜ" ଓ "ସମ୍ବାଦ" ତା.୩୦.୦୭.୨୦୧୫ ରିଖରେ ପ୍ରକାଶିତ କରାଯାଇ ଅଭିଯୋଗ ପତ୍ର ଆହ୍ୱାନ କରାଯାଇଥିଲା । ପ୍ରାପ୍ତ ହୋଇଥିବା ଅଭିଯୋଗ ପତ୍ରଗୁଡ଼ିକୁ ଚର୍ଚ୍ଚନା କରାଯାଇ ଦିତୀୟ ପ୍ରସ୍ତାବିତ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ (2nd Draft Rationalized Timing) ପ୍ରସ୍ତୁତ କରାଯାଇ ଦୈନିକ ଖବର କାଗଜ "ଧରିତ୍ରୀ" ଓ "ପ୍ରମେୟ" ତା.୧୧.୦୪.୨୦୧୬ ରିଖରେ ପ୍ରକାଶିତ କରାଯାଇଥିଲା । ପ୍ରାପ୍ତ ହୋଇଥିବା ଅଭିଯୋଗ ପତ୍ରଗୁଡ଼ିକୁ ଚର୍ଚ୍ଚନା କରାଯାଇ ତୃତୀୟ ପ୍ରସ୍ତାବିତ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ (3rd Draft Rationalized Timing) ପ୍ରସ୍ତୁତ କରାଯାଇ ଦୈନିକ ଖବର କାଗଜ "ସମାଜ", "ସମ୍ବାଦ" ଓ "ଧରିତ୍ରୀ" ତା.୦୧.୦୩.୨୦୧୮ ରିଖରେ ପ୍ରକାଶିତ କରାଗଲା । ଉକ୍ତ ପ୍ରକାଶିତ ବିଜ୍ଞାପନକୁ ଆଧାରକରି, ୭୪ ଗୋଟି ଅଭିଯୋଗ ହସ୍ତଗତ ହୋଇଅଛି । ଅଭିଯୋଗ ତଥା ପ୍ରତିବେଦନଗୁଡ଼ିକୁ ବିଚାରକୁ ନିଆଯାଇ ମାନଦଣ୍ଡରେ ପରିବର୍ତ୍ତନ କରାଯାଇ ଚୂଡ଼ାନ୍ତ/ପୂର୍ଣ୍ଣାଙ୍ଗ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ (Final Rationalized Timing) ପ୍ରସ୍ତୁତ କରାଯାଇଅଛି, ଯାହାକି ରାଜ୍ୟ ପରିବହନ ଆୟୁକ୍ତଙ୍କର ୱେବସାଇଟରେ (STAWebsite)୧.www.odishatransport.gov.in ୨.www.orissatransport.nic.in ଉପଲବ୍ଧ ଅଟେ ।

ଯେଉଁମାନେ ଅନୁମତି ପତ୍ର/ପର୍ମିଟ ପାଇଛନ୍ତି ସେମାନେ ଯଦି ଚାହଁବେ ଦିଆଯାଇଥିବା ସମୟକୁ ଖାଲିଥିବା ସ୍ଥାନ(vacant slot)କୁ ପରିବର୍ତ୍ତନ ନିମନ୍ତେ ଆବେଦନ କଲେ ତାହା ଯୋଗ୍ୟତା ଅନୁଯାୟୀ ବିଚାରକୁ ନିଆଯିବ । ଅସ୍ଥାୟୀ ଅନୁମତିପତ୍ର(temp.permit)ପାଇଁ ଆବେଦନ କରିଥିବା ଦରଖାସ୍ତ ଓ ନ୍ୟାୟଳୟରେ ବିଚାରାଧୀନଥିବା ବା ନିର୍ଦ୍ଦେଶିତ ମାମଲା ଗୁଡ଼ିକୁ ମଧ୍ୟ ଖାଲିଥିବା ସ୍ଥାନ(vacant slot)ପାଇଁ ଅଗ୍ରାଧିକାର ଦିଆଯିବ ।

ଚୂଡ଼ାନ୍ତ/ପୂର୍ଣ୍ଣାଙ୍ଗ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ (Rationalized Timing) ରେ ଯଦି କୌଣସି ତ୍ରୁଟି ପରିଲିଖିତ ହୁଏ ତେବେ ସେଗୁଡ଼ିକୁ case to case ଭିତ୍ତିରେ ଶୁଣାଣି ମାଧ୍ୟମରେ ଅଭିଯୋଗ ପ୍ରାପ୍ତହେବାର ୨୦ ଦିନ ମଧ୍ୟରେ ବିଚାର କରାଯିବ ।

ବି.ବ୍ର :- ଏତଦ୍ୱାରା ଉକ୍ତ ମାର୍ଗରେ ଚଳାଚଳ କରୁଥିବା ସମସ୍ତ ଯାତ୍ରୀବାହୀ ମାଲିକ ତଥା ସର୍ବସାଧାରଣଙ୍କୁ ଜଣାଇ ଦିଆଯାଉଅଛିକି, ଚୂଡ଼ାନ୍ତ/ପୂର୍ଣ୍ଣାଙ୍ଗ ସୁବ୍ୟବସ୍ଥାକରଣ ସମୟ ସାରଣୀ (Final Rationalized Timing)କୁ ତା.୨୫.୦୭.୨୦୧୮ ରିଖରୁ କାର୍ଯ୍ୟାନ୍ୱିତ କରିବାପାଇଁ ସ୍ଥିରକରାଯାଇଅଛି ।

ପରିବହନ ଆୟୁକ୍ତ ତଥା ଅଧ୍ୟକ୍ଷ

PRINCIPLES/GROUND RULES FOLLOWED DURING THE COURSE OF FINAL RATIONALIZED TIMING IN BHUBANESWAR/CUTTACK-DHENKANAL-BANARAPAL-ANGUL/TALCHER/FCI ROUTE.

Pursuant to Advertisement published in Odia News Paper "The Samaj", "Sambad" & "Dharitri" dated 01st March, 2018 regarding draft rationalized timing in Bhubaneswar/Cuttack-Dhenkanal-Banarapal-Angul/Talcher route, 74 objections were received. The gist of objections are given below.

- a) Allotment of 03 hours 58 minutes is excess running time from Cuttack-Angul and Cuttack-Talcher.
- b) Allotted un-equal loading time at starting point in Up and Down Trip.
- c) Draft rationalized timing has been prepared without conducting traffic survey.
- d) The Rationalized timing be prepared and effective only after completion of four lane route.
- e) No concept of Express nature service.

Taking into consideration of the objections & after analysing its importance to avoid unhealthy competition among vehicles & present road condition, ground rules are modified as follows.

1. GENERAL PRINCIPLES.

The Buses operating on the corridor, Bhubaneswar/Cuttack-Dhenkanal-Banarapal-Angul/Talcher/FCI are grouped into following categories.

Category-A: Bhubaneswar/Cuttack-Angul/Beyond Angul.

Category-B: Bhubaneswar/Cuttack-Talcher/FCI/Beyond Talcher/FCI.

Category-C: Bhubaneswar/Cuttack-Dhenkanal/Beyond Dhenkanal.

2. DISTANCE MATRIX.

Distance Matrix is being followed from Google Map. The category wise distance is given below.

- i) Distance: Bhubaneswar-Cuttack: 31 Kms.
- j) Distance: Cuttack-Dhenkanal: 54 Kms.
- k) Distance: Dhenkanal-Banarapal: 51 Kms.
- l) Distance: Banarapal-Nalco Nagar: 06 Kms.
- m) Distance: Banarapal-Angul: 12 Kms.
- n) Banarapal-Talcher: 11 Kms.
- o) Distance: Talcher-F.C.I: 13 Kms.
- p) Distance: Nalco Nagar-FCI: 10 Kms.

3. SLOT DESIGN IN DOWN TRIP.

On comparison of number of trips in both Up & Down Trip, it is found that the number of trips in Down Trip is more than Up Trip. In order to accommodate the number of trips and keep the existing timing intact, the peak hour is fixed as 06

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minutes from 0600 hrs to 0912 in Down Trip and rest slots in Up & Down trips are fixed as 08 minutes.

4. RUNNING TIME:

The running time 1.6 minutes per kilometre (except for Cuttack-Bhubaneswar stretch) for all stage carriages plying in this route has been fixed irrespective of nature of service. Accordingly, the time taken for the stage carriages in various stretches is as under:

- a) Bhubaneswar-Cuttack: 1 hour (Due to heavy traffic congestion).
- b) Cuttack-Dhenkanal: 1 hour 32 minutes (including halting time 02 minutes each at Manguli, Choudwar & Khuntuni)
- c) Dhenkanal-Banarapal: 1 hour 28 minutes (including halting time 2 minutes each at Hindol Road, Gudiakateni, Bhusan).
- d) Banarapal-Angul: 21 minutes (including 02 minutes halting time at Nalco Nagar).
- e) Banarapal-Nalco Nagar: 10 minutes.
- f) Banarapal-Talcher: 21 minutes (including 3 minutes halting time at Thermal Township).
- g) Talcher-F.C.I.: 25 minutes (including halting time 02 minutes each at Dera & Balanda)
- h) Nalco Nagar-F.C.I.: 16 minutes.

5. HALTING TIME.

Following halting time is fixed at major stops.

Minimum 15 minutes gap has been maintained at starting & destination point.

- a) Cuttack Bus stand: 10 minutes.
- b) Dhenkanal Bus stand: 06 minutes.
- c) Banarapal: 03 minutes.
- d) Nalco Nagar: 02 minutes.
- e) F.C.I.: 05 minutes.
- f) Talcher: 05 minutes.
- g) Angul: 10 minutes (for beyond vehicles)

In addition, it was decided that, the timing allotted beyond Dhenkanal, Talcher, FCI and Angul in both Up and Down Trip will be fixed accordingly keeping in view the distance matrix.

6. STATIONS INCLUDED;

- a) Bhubaneswar.
- b) Cuttack.
- c) Dhenkanal.
- d) Banarapal.
- e) Nalco Nagar.
- f) Angul.
- g) Talcher.
- h) F.C.I.

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7. All Stage Carriages plying in this route shall stop, to pick up and set down passenger at District, Sub-division, Tahasil and Block headquarters en-route and place of its starting and terminus as provided U/r. 2(d) of O.M.V.Rules,1993.
8. **SLOT DESIGN PRINCIPLES.**
- a) Minimum 06 minutes gap has been maintained from 0600 to 0912 (Banarpl) during peak hour in down trip between buses of Category-A & B and 08 minutes interval is maintained between buses of Category-A & B. *for rest of the day.*
- b) "Category-C" vehicles are incorporated in between two buses of either A or B Category wherever necessary. Between two "C" Category buses, there would be minimum 06 minutes gap at Dhenkanal during peak hour in Down Trip & rest slots have been maintained as 08 minutes gap in both Up & Down Trip.
- c) The vehicle covered in part of the route i.e. Dhenkanal to Angul(Category-A-Via)/ Dhenkanal to Talcher(Category-B-Via) have been incorporated in between Category-A & Category-B buses wherever required.
9. Fixed point has been fixed at Cuttack in Up Trip and Banarapal in Down Trip. The timing beyond Cuttack and beyond Banarapal towards Angul/Talcher will be fixed accordingly as per running timing fixed in serial no.4.
10. The vehicles plying beyond Angul have been given priority in allotment of timings without disturbing the Departure timing at Angul both up & down Trip.
11. The night services have not been incorporated in the rationalized timing as rationalized timing has been closed at 2000 hours.
12. Rationalization of timing will be frozen till either completion of one year of this Notification or completion of four lining route whichever is earlier.

Any anomaly found will be rectified on case to case basis by hearing upon receipt of the objections within **twenty** days from the date of publication in the News Paper.

M. K. Mishra
Chairman, STA, 29-5-18
Odisha.