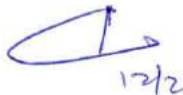


COMPLIANCE TOWARDS OBJECTION RECEIVED REGARDING ALLOTMENT OF VACANT SLOTS IN BHUBANESWAR/CUTTACK-DHENKANAL-BANARAPAL-ANGUL/TALCHER-FCI ROUTE.

SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
1	Debadullav Mohanty	OR5AJ2274	CUTTACK-ATHAMALIK	A	CTC-04:00	B.PAL-19:36	Slot-1 04.00	Slot-156 18.40				VACANT	<p>He has applied for allotment of either slot No. 137, 140,141 or 142. As per kind orders of Chairman, STA dated 25.6.2018 in T.C.Misc.case No.45/2018, if vacant slot is found place ahead of Category-A vehicles, this slot will be allotted to "B"Category vehicle. Similarly if vacant slot is found place ahead of "B"Category vehicle, this vacant slot will be allotted to "A"Category vehicle.</p> <p><u>Slot No.137: Cat-A in Up Trip though vacant may not be considered as Slot No.138 is occupied by Cat-A vehicle OD05M-9189.</u></p> <p><u>Slot No.140 & 142- Cat-A in Up Trip though vacant may not be considered as the said slots are meant for Category-B vehicles.</u></p> <p><u>Slot No.141: Cat-A in Up Trip may be allotted to vehicle OR05AJ2274 as slot No.141 is meant for Cat-A vehicle. As two VEHICLES(OR05AJ2274 & OR05AC-9177)applied for vacant slot No.141</u></p> <p>the Chairman,STA is competent to decide to whom the slot No.141 will be allotted.</p>	<p>The petitioner has applied for allotment of one of the vacant slots from slot No.137, 140,141 and 142.</p> <p>In this context orders has been passed in Misc Case No.45/18 complying that, "vacant slots will be allotted to deserving bus operators as per law". However, in cases where vacant slot is available prior to Talcher/ FCI bound buses same slot shall be allotted to Angul bound buses. Similarly, in cases where vacant slot is available prior to Angul bound buses, same slot shall be allotted to Talcher/ FCI bound buses.</p> <p>On verification of rationalized chart found that proposed slot No.A137DN(16.16) is vacant but may not be allotted as the vehicle in the next slot No.A138UP-OD05M-9189 is Angul bound bus.</p> <p>Proposed slot No.A140DN(16.40) and A142DN(16.56) are vacant but may not be considered as these slots are to be filled up by 'B' Category vehicles i.e. for Talcher/ FCI bound.</p> <p>The proposed slot No. A141DN(16.48) is vacant for the vehicle coming under 'A' category.</p> <p>Applicant is allowed this vacant slot A141DN in place of slot No.A156DN after implementation of rationalized timing.</p>
22	AkshyaKu. Behera	OR05AC9177	BBSR-CTC-ANGUL	A	CTC-11.15	B.PAL-17.50	Slot-63 11.04	Slot-149 17.52				VACANT	<p>The petitioner has applied for allotment of vacant slot No.141 in Down trip, the slot No. 140,141 and 142 are lying vacant, but the Category- B vehicle exists in slot No. 139. The petitioner can be allotted slot No. 141 in Down trip as per principle fixed in STA.</p> <p>As two VEHICLES(OR05AJ2274 & OR05AC-9177)applied for vacant slot No.141 the Chairman,STA is competent to decide to whom the slot No.141 will be allotted.</p>	<p>Akshaya Kumar Behera has applied for allotment of vacant slot No.A141(16.48) in down trip is examined. This slot has been decided in favour of Debadullav Mohanty for the vehicle No.OR05AJ-2274 in lieu of slot No.156DN. As such there is no vacancy at present.</p>


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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
2/41	Pravati Mohanty	OR05AN0474	CUTTACK-ANGUL	A	CTC-21.05	B.PAL-02.25	Slot-159 19.44	Slot-14 05.12	98-14.16 102-14.40 115-15.52 121-16.16	39-06.54 140-16.40 141-16.48 142-16.56	VACANT	VACANT	<p>She has applied for four choice in Up Trip-98,102,115 & 121 and in Down Trip 39. As per kind orders of Chairman, STA dated 25.6.2018 in T.C.Misc.case No.45/2018, if vacant slot is found place ahead of Category-A vehicles, this slot will be allotted to "B"Category vehicle. Similarly if vacant slot is found place ahead of "B"Category vehicle, this vacant slot will be allotted to "A"Category vehicle.</p> <p><u>Slot No.102</u> Cat-A in Up Trip may not be considered as Slot No.104 is occupied by Cat-A vehicle OD05G-9624. Slot No.103 has been inserted Cat-C vehicle.</p> <p><u>Slot No.115</u> Cat-A in Up Trip may not be considered as Slot No.117 is occupied by Cat-A vehicle OR05B-8459. Slot No.116 has been inserted BY Cat-C vehicle.</p> <p>The <u>slot No.98</u> in Cat-A may be allotted to the vehicle OR05AN-0474 as slot No.99 has been filled up by Cat-B.Vehicle OD35B-2169. It is pointed out that, two applications SI.No.02 & 26 received for allotment of vacant slot No.98. SI.No.26 may be allotted vacant slot No.98 in Category-A Up Trip and SI.No.02 may be allotted vacant slot No.121 in Up Trip.</p> <p><u>SLOT-121</u> in Cat-A Up Trip can be allotted to the petitioner's vehicle as slot No.122 is occupied by Cat-B vehicle ODD5V-9587.</p> <p>SLOT NO.39: in Cat-A Down Trip if allotted in favour of petitioner's vehicle so that, the vehicle will return from Cuttack either slot No.98 or slot No.121 in Up Trip. But the vehicle can not operate in the route with other remaining slots preferred in Up trip and Down Trip. As the vehicle OR05AN-0474 has applied for slot No.98 and 121 in Up Trip and OR02AX-8188 has applied for allotment of either slot No.98 or 71 in Up Trip. In order to accommodate two vehicles OR05AN0474 is allotted slot No.121 and OR02AX8188 is allotted to slot No.98 in Up Trip. The Chairman,STA is competent to consider the same.</p>	<p>Pravati Mohanty has opted for change in both up and down trip and has given choice in up trip slot No.98(14.16), slot No.102(14.40), slot No.115(15.52), slot No.121(16.16). In down trip slot No.39(6.54), slot No.140(16.40), slot No.141(16.48) and slot No.142(16.56).</p> <p>The orders in Misc case No.45/18 is applicable to decide this case. The proposed slot No.121(16.16) UP under category 'A' is found to be suitable in UP trip as the next slot No.99 is allotted to 'B' category vehicle No.OD35B-2169.</p> <p>In down trip vacant slot No.39(06.54) would be allotted to the petitioner as it is admissible as per the principles.</p>
26	Debabrata Mohanty	OR02AX8188	BAGEDIA-ANGUL-DKL-CTC	A	CTC-12.30	B.PAL-08.00	Slot-77 12.24	Slot-55 08.00	Slot-98 14.16 OR Slot-71 11.44		VACANT		<p>The petitioner has sought for allotment of vacant Slot No.98 OR 71in Cat-A Up Trip.</p> <p>As per principles adopted In STA , the applicant is eligible to get the vacant slots sought for as slot No.99 is occupied by Cat-B vehicle and slot No.72 is also occupied by Cat-B vehicles. Out of two slots, one can be allotted to his favour.It is pointed out that, two applications SI.No.02 & 26 received for allotment of vacant slot No.98. SI.No.26 may be allotted vacant slot No.98 in Category-A Up Trip and SI.No.02 may be allotted vacant slot No.121 in Up Trip. As the vehicle OR05AN-0474 has applied for slot No.98 and 121 in Up Trip and OR02AX-8188 has applied for allotment of either slot No.98 or 71 in Up Trip. In order to accommodate two vehicles OR05AN0474 is allotted slot No.121 and OR02AX8188 is allotted to slot No.98 in Up Trip. The Chairman,STA is competent to consider the same.</p>	<p>Debabrata Mohanty(OR02AX-8188) has been allotted slot No.55(8.00) from Angul and slot No.77(12.24) from Cuttack in category 'A' route. Now has opted for vacant slot No.98(14.16) or 71(11.44) from Cuttack in Category 'A'.</p> <p>The slot No.A98UP is found to be vacant and complies the principles ordered in Misc Case No.45/18. Therefore, allowed to shift from slot No.A77UP to vacant slot No.A98UP.</p>

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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
14/40	Ashok Ku.Swain	OR05AH6869	FCI-DKL-CTC	B	CTC-15.50	B.PAL-09.55	Slot-113 15.44	Slot-80 09.52	114	39/68 68-08.48	OCCUPIED BY CAT-C.	VACANT	<p>The petitioner has stated that, the vehicle OD19B0026 belongs to "C" category. Keeping in view the existing timing of vehicles irrespective of Categories, the nearby timing has been allotted from Cuttack point in Up Trip and Banarapal in Down Trip in respect of Category-A & B. But "C" category vehicles have been inserted either in between 'A' & "A" & "B" & "B" with 04 minutes gap. The fixed point of "C" Category Buses has been fixed at Dhenkanal point and timing has been allotted keeping in view their existing timing or nearby timing. In this case, Petitioner's can not be allotted slot No.114 which is meant for "C" category. Further Shri Swain has applied for allotment of vacant slot either 39 or 68 in Down trip Category-B. As per orders passed by the Chairman, STA, the vacant slot found place in the rationalized time ahead of either "A" Category or "B" Category, the said vacant slot will be either allotted to "B" Category or "A" category vehicles respectively. Hence, slot No. 39 can not be considered as slot No. 41 is occupied by Category-B vehicles. Slot No. 40 is a via slot which has been inserted within 04 minutes gap. Slot No. 68 may be considered in favour of Shri Swain in respect of his vehicle as slot No. 69 has been allotted to "A" Category vehicles. Kind orders of the Chairman, STA is awaited.</p>	<p>Ashok Kumar Swain, owner of vehicle No.OR05AH-6869 has been allotted slot No.80(09.52) from Banarpal and slot NO.113 (15.44) from Cuttack under 'B' category route.</p> <p>Whereas opted for vacant slot No.39 or 68 under 'B' category from Banarpal side and slot No.114 from Cuttack in 'B' Category. The principle is clear that slot in A category will be followed by B and B will be followed by A to maintain equal gap timing. Proposed slot No.39 may not be considered as the slot No.41 is allotted to 'B' Category vehicle and slot No.40 is a via slot. The other proposed slot No.68 appears to be free. Hence considered in place of Slot No.80.</p>
3	Satya Narayan Mishra	OD02AH1899		C					98A, 102A	22A, 23A			<p>The application of the petitioner on the route Kampulei-Bhubaneswar via. Dhenkanal in Category "C" is pending as stated by him. The application of the petitioner can be considered by creating "C" category slot as per ground rule. Kind orders of Chairman, STA is awaited.</p>	<p>Satya Narayan Mishra, owner of vehicle No.OD02AH-1899 has no valid permit but has applied for allotment of slots in 'C' category. Since the petitioner has no valid permit, his case is not considered.</p>
4	Deepak Ranjan Sahoo	OD05AA9343	PATRAPADA-ANGUL-CUTTACK	A	CTC-12.10	B.PAL-08.40	Slot-75 12.08	Slot-63 08.30					<p>The petitioner has stated that, the slot No.74 in the final rationalized timing is lying vacant and slot No.75 has been allotted to petitioner's vehicle in "A" Category. He requested not to allot the vacant slot No.74 to Category-A vehicle. As per kind orders of Chairman, STA dated 25.6.2018, if vacant slot is found place ahead of Category-A vehicles, this slot will be filled up by "B" Category vehicle. Similarly if vacant slot is found place ahead of "B" Category vehicle, this vacant slot will be filled up by "A" Category vehicle. As such question does not arise to allot vacant slot No.74 to "A" Category Bus. The kind orders of the Chairman, STA is awaited.</p>	<p>Deepak Ranjan Sahoo, owner of vehicle No.OD05AA-9343 has been allotted slot No.A75UP(12.08) and A 63DN(08.30). He has applied and requested not to allot the vacant slot No.A74UP to any 'A' category route vehicle.</p> <p>The order passed in Misc Case No.45/18 is very much clear on allotment of vacant slots. Principles would be followed while allotting the vacant slots.</p>

Chairman
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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
5/42	Udayanath Mishra	OR05H2188	ANALA-DHENKANAL-CTC-BBSR	C	CTC-21.10	DKL-06.00	Slot-151 18.44	Slot-5 06.04	71A-11.48 OR 74A-12.04 OR Slot-64 11.08				<p>The petitioner has been granted permit as first come and last go basis. Now he has applied for allotment of vacant slot either in Up Trip 71 or 74. But the said slot meant for Category-A or B vehicles. He also stated that, if the said slot is not allotted to him so that, slot No.71-A may be created Category-"C" as per ground rule. In Down Trip, he has not applied specific slot but stated to allot any later slot than existing slot No.5. Further he has applied for allotment of Cuttack Dep.10.55 or within one hour in Up Trip. No such slot is available in the final rationalized timing. One A-via slot No.64 from Cuttack to Dhenkanal is found place as Dhenkanal to Angul has been allotted to("A"Category) vehicle OR19H-5571. The petitioner may be allotted aforesaid vacant slot with Cuttack Dep.11.08 vide slot No.64. The applicant may be advised to apply for vacant slot No.64. The Chairman, STA is competent to approve the same.</p>	<p>Udayanath Mishra, owner of vehicle No.OR06H-2188 has been allotted slot No.C151UP(18.44) and C5DN (6.04). Now has applied for allotment of either 71(11.48), 74(12.04) or 64(11.08). Slot 71 and 74 are not admissible for him as per the norms adopted in Misc Case 45/18. Moreover 64(11.08) is a via slot and is vacant, hence considered in place of 151UP.</p>
6	Bibekananda Khandei DTM, OSRTC	OD05K9399 OR02AW6698	CUTTACK-ANGUL-ATHAMALIK BBSR-CTC-ANGUL-DEOGARH-KUCHINDA	A A	CTC-06.30 CTC-06.30	B.PAL-17.50 B.PAL-11.00	Slot-20 06.24 Slot-21 06.32	Slot-146 17.28 Slot-92 11.12			OCCUPIED		<p>The same Dep.time i.e. Cuttack 6.30 has been allotted to both vehicles OD05K-9399 & OR02AW6698 in the Permit. In the rationalized timing OR02AW6698 has been allotted to leave Cuttack 06.32 vide slot No.21 and OD05K9399 has been allotted to leave Cuttack 06.24 vide slot No.20. The petitioner has stated that, in the 2nd & 3rd rationalized timing the petitioner's vehicle has been allotted to leave Cuttack after the vehicle OR02AW6698. In the final rationalized timing OR02AW6698 has been allotted Cuttack Dep.after the petitioner's vehicle. The petitioner is requested to allot Cuttack Dep.time 06.32(slot 21) & OR02AW6698 may be allotted Cuttack Dep.06.24 in slot No.20. Kind orders of Chairman, STA is awaited.</p>	<p>Bibekananda Khandei, owner of vehicle No.OD05K-9399 is the applicant allotted slot No.A20UP(6.24) from Cuttack and wants to leave Cuttack at 6.32 in slot NO.A21UP instead of A 20UP(6.24). The slot NO.A21UP (6.32) is allotted to DTM, OSRTC vehicle No.OR02AW-6698 which is operating from Bhubaneswar/Cuttack to Kuchinda, via-Angul and Deogarh. The petitioner's vehicle is operating from Cuttack to Athmallick, via-Angul. The common corridor is fom Cutack to Angul. The reason for seeking exchange of slot that his vehicle was placed after the OSRTC vehicle in 2nd and 3rd draft rationalization timing. The DTM, OSRTC has not given any consent. The starting and destination of two vehicles are separate. Therefore, it may not be appropriate to change the slot without the consent of DTM, OSRTC. Moreover, it is open for both the parties to exchange the slots at any point of time on mutual agreement.</p>

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STA, Odisha

SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
7	Basant Ku. Mohapatra	OD06E3122	ANGUL-CUTTACK	A	CTC-21.15	B.PAL-04.22	Slot-160 19.52	Slot-15 05.20	Slot-49 09.44 OR Slot-59 10.32		VACANT		<p>The petitioner has been granted permit as first come and last go basis. Now he has applied for allotment of vacant slot in Up Trip 49 or 59 by keeping the existing slot in tact in Down Trip. As per principle adopted in STA. if vacant slot found place in the rationalized timing ahead of "A"category the said slot will be filled up by "B"Category bus. Similarly if the vacant slot found place in the rationalized timing ahead of "B" Category, the said slot will be filled up by "A"Category. As per principle, slot No. 59 in Up trip can not be allotted. Slot No. 49 in Up trip can be considered as slot NO. 50 has been allotted to B-Category vehicles. Kind orders of Chairman, STA is awaited.</p>	<p>Basant Kumar Mohapatra, OD06E-3122 has been allotted slot No.A160UP (19.52) and A15DN(5.20). He has opted for slot No.A49UP(9.44) or A59UP(10.32). As per the norms adopted in Misc Case No.45/18 the petitioner is allowed to shift to slot No.A49UP(9.44).</p>
8	Basant Ku. Mohapatra	OR05AC6122	KONKILI-DKL-CTC-BBSR	C	CTC-18.10	DKL-06.45	Slot-144 18.12	Slot-13 06.44	Slot-69 11.32				<p>The petitioner has been granted permit as first come and last go basis. Now he has applied for allotment of vacant slot-69 in Up Trip keeping the existing slot in tact in Down Trip. It is here pointed out that, the vehicle OR19C9977 exists in slot No.69 in the rationalized time from Dhenkanal to Talcher and part of the route from Bhubaneswar to Dhenkanal in slot No.69 is lying vacant. The petitioner's vehicle OR05AC6122 may be allotted in the vacant slot-69 on portion of the route(Cuttack-Dhenkanal). Kind orders of Chairman,STA is awaited.</p>	<p>Basant Kumar Mohapatra, owner of vehicle No.OR05AC-6122 has been allotted slot No.C144UP (18.12) and C13DN(6.44) to operate from Konkili-Dhekanal to Cuttack-Bhubaneswar. He has opted for slot No. A 69UP(11.32). Slot No.A69UP is a via slot and admissible as per principles. Hence considered to shift from slot No.C144UP to A69UP.</p>

12-2-2019
 Chairman
 STA, Odisha

SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
9	Basant Ku. Mohapatra	OD05G2222	FCI-DKL-CTC-BBSR	B	CTC-13.00	B.PAL-05.10	Slot-83 12.56	Slot-19 05.36	Slot-84 13.04		OCCUPIED		<p>The petitioner has stated that, slot No.82 & 83 exists in the route Bhubaneswar/ Cuttack to Talcher within 08 minutes gap and slot No.84 & 85 exists in Bhubaneswar/Cuttack to Angul with 08 minutes gap. The petitioner has suggested if slot No.83 & 84 will be interchanged, so that there will be 16 minutes gap among Bhubaneswar/Cuttack-Talcher & Bhubaneswar/ Cuttack-Angul bound buses. Interchange of timing is possible where both owners are agreed upon. In this case, the owner of vehicle OR05AD-2788 perhaps is not interested for interchange of slots. It is not possible to decide the matter unless the owner of OR05AD2788 does not agree. Kind orders of Chairman, STA is awaited.</p>	<p>Basant Kumar Mohapatra, owner of vehicle No,OD05G-2222 has been allotted B83UP(12.56) and B19DN(5.36). He has applied for slot NO.B84UP(13.04). The opted slot No.B84UP(13.04) is allotted to vehicle NO.OR05AD-2788. Slots have been designed allotting equal time gap to each category vehicles. Change of slots without mutual consent and observing the principles may defeat the purpose of rationalization of timing. Change of slot on this condition is not considered.</p>
10	Dhenkanal Stge Carriage Owner's Welfare Association.												<p>They have objected that, equal loading time at Angul & Talcher has not been maintained. Unequal loading time has been maintained at Dhenkanal point. No sequences have been maintained among Category-A, B & C. They have requested to stop implementation of rationalized timing till completion of four laning road. The objections raised by Dhenkanal Stage Carriage Owner's Welfare Association are not true. 1st Draft published on 30.07.2015 inviting objection, 2nd Draft published on 11.04.2017, 3rd Draft published on 01.03.2018 and Finally published on 01.06.2018 for implementation w.e.f. 25.06.2018. Kind orders of Chairman, STA on the above issue is awaited.</p>	<p>Objectors have no locus standee and their objections holds no merit. Rationalized timing in the route is required to stream line the buses and to prevent unhealthy competition.</p>

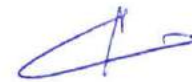
Chairman
STA, Odisha

SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
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11	Rabindra Nath Samanta	OD05V6406	KENDRAPADA-CTC-DKL-ANGUL	A	CTC-08.40	B.PAL-15.40	Slot-42 08.48	Slot-130 15.20		127 14.56		OCCUPIED	<p>The petitioner has prayed for allotment of slot No.127 instead of 130 in Down Trip. As slot No.127 in down trip Cat-A has already been allotted to vehicle OR05AP1111, the application of the petitioner can not be considered. The petitioner has objected that, due to over saturated route from Angul to Cuttack his vehicle will not catch the departure time at Cuttack towards Kendrapara. The petitioner's has been allotted Cuttack Arr. 18.28 vide slot No. 130 in Down trip after considering the Dhenkanal halting time. The vehicle is leaving Cuttack at 18.44 hrs. towards Kendrapara vide slot No. 211 making halt near about 16 minutes at Cuttack point which is sufficient. The objection filed by the objector is not at all true. Hence the petition filed by the petitioner may not be considered. However, kind orders of Chairman, STA is awaited.</p>	<p>Rabindranath Samanta, owner of vehicle No.OD05V-6406 is operating from Kendrapara -Cuttack to Dhenkanal and Angul. Vehicle is allotted slot No.A42UP (8.48) and A130DN(15.20) from Banarpal. He has opted for slot No.A127DN (14.56).</p> <p>The petitioner vehicle arrives Angul at 12.18 and then from Angul departs at 14.56 in slot No.A130DN. Arrival Cuttack is 18.26. From Cuttack departing to Kendrapara at 18.44. The vehicle gets 16 minutes of halting time at Cuttack. The proposed slot No.A127(15.56) has been allotted to vehicle No.OR05AP-1111 as such it is not vacant. Moreover, the vehicle of the petitioner gets sufficient time at Cuttack. Hence his claim is not considered.</p>
12/47	Laxmidhar Mohapatra	OD05Y5475	BBSR-DKL-KANDHAL	C	CTC-07.45	DKL-20.14	Slot-33 07.48	Slot-155 20.12		31-A 07.40 OR 30-A 07.32		To be created	<p>Petitioner's vehicle has been allotted slot No.33 from Cuttack side. He has sought for slot No.31A. or 30-A. As per principle adopted in STA "C" category slots will be created in between Cat-"A" & "A" or "B" & "B" or "A" & "B" with a gap of 04 minutes. The petitioner's another vehicle OR05AQ5475 found place vide slot No. 32 with Cuttack departure 07.44 in Cat-B. 31-A with Cuttack departure 07.40 is nearer to his existing timing as the existing permit time is 07.45 from Cuttack. But his prayer regarding allotment of 07.32 vide slot No. 30-A is too much earlier than his existing time which will affect the business of OD05A6765. As such Cuttack Dep.07.40 may be allotted creating a VIA slot 31-A. Kind orders of Chairman,STA is awaited.</p>	<p>Laxmidhar Mohapatra, owner of vehicle No.OD05Y-5475 has been allotted slot No.33 UP (07.48) from Cuttack and slot No.155DN(20.12) in 'C' category to operate from Bhubaneswar to Kandhal, via-Dhenkanal.</p> <p>Now has opted for slot No.31A(07.40) or 30A(7.32) after creating via slots.</p> <p>Principles have been formulated for creation of 'C' category slots in between category 'A' to 'A' or 'B' to 'B' or 'A' to 'B' maintaining 04 minutes of gap.</p> <p>To redress the grievance, slot 31A(7.40) is created to place the vehicle in lieu of allotted slot No.33(07.48).</p>



Chairman
STA, Odisha

SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
13	Badrinarayan Tripathy	OR05AG2699	CUTTACK-ANGUL	A	CTC-09.10	B.PAL-13.40	Slot-44 09.04	Slot-115 13.36					<p>The petitioner has stated that, his vehicle exists in slot No.44 in Cat-A Up Trip and slot No.43 in Cat-A Up Trip is lying vacant. He requested to allot vacant slot No.43 to Talcher bound vehicle, so that, the petitioner will get more loading time at Cuttack point. As per principle adopted in STA, the vacant slot found place in the rationalized time ahead of either "A" Category or "B" Category, the said vacant slot will be either allotted to "B"Category or "A" category vehicles respectively.</p>	<p>Badrinarayan Tripathy, owner of vehicle No. OR05AG-2699 is placed in slot No.A44UP(09.04) from Cuttack and A45DN(16.36) from Angul. He has proposed for slot NO.B43UP from Cuttack.</p> <p>The proposed slot B43UP is meant for Talcher/ FCI bound vehicles. The proposal is not considered as it is not in accordance with the principles adopted for allotment of vacant slots vide Misc Case No.45/18. Hence not considered</p>
15	Pradeepta Ku. Nath	OD05F8877	KUSUMI-DKL-BBSR	C	CTC-14.45	DKL-07.55	Slot-103 14.44	Slot-30 07.57					<p>The petitioner has raised objection regarding breakage of sequences among vehicles OD06C2188, OR02BM7415, OD05F8877 & OR06F8247, The permit timing of these vehicles are given below for kind information of Chairman,STA.</p> <p>OD06C2188: DHENKANAL DEP.07.40 OR02BM7415: DHENKANAL DEP.07.45 OD05F8877: DHENKANAL DEP.07.55 OR06C8247: DHENKANAL DEP.08.05</p> <p>AS PER RATIONALIZED TIMINNG, the sequences are given below.</p> <p>OD06C2188: DHENKANAL DEP.07.45 OR02BM7415: DHENKANAL DEP.07.51 OD05F8877: DHENKANAL DEP.07.57 OR06C8247: DHENKANAL DEP.08.09.</p> <p>The rationalized timing has been prepared keeping in view the existing departure time at Dhenkanal point and beyond Dhenkanal, the timing will be fixed accordingly basing distance as shown in Google Map. The objection of the objector regarding breakage of sequence is not at all true.</p>	<p>Objection of Pradeepta Kumar Nath, owner of vehicle No.OD05F-8877 is on breaking of sequences of vehicles OD06C-2188, OR02BM-7415, OD05F-8877 and OR06F-8247.</p> <p>Existing timing of these vehicles from Dhenkanal departure are 7.40, 7.45, 7.55 and 8.05.</p> <p>As per rationalization timing it is 7.45, 7.51, 7.57 and 8.09. There is no break of sequence of these vehicles. The objection is not true.</p>



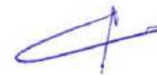
Chairman
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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
16	Pradeepta Ku. Nath	OR06F7277	JAMUNAKOTE-DKL-BBSR	C	CTC-10.05	DKL-16.00	Slot-53 10.04	Slot-124 16.10					<p>The petitioner has objected that, the vehicle OD05AH8188 has been allotted slot No.122 with Dhenkanal Dep.16.02 and the petitioner's vehicle found place vide slot No.124 with Dhenkanal Dep.16.10 with a gap of 08 minutes & prior to slot No.122 next "C"category bus is found place vide 113 with Dhenkanal Dep.14.58 i.e.within a gap of one hour 04 minutes. Besides another "C"category bus found place vide slot No.155 with Dhenkanal Dep.20.10 with a gap of 04 hours. He requested to maintain equal gap among "C"category buses. As per principles adopted in STA "C"category buses will be inserted in between 08 minutes with a gap of 04 minutes wherever necessary. The vehicle OR06F7277 has no valid permit, but the application filed by the owner of vehicle OR06F7277 has been placed in the permit committee meeting held on 08/09.06.2017 vide Item No.58. As per direction of T.C. the said vehicle was included the final rationalized time. The file relating to vehicle OR06F7277 is placed before the Chairman,STA and The Chairman,STA has been pleased to pass the following order on dated 31.01.2019.</p> <p>"Put up after rationalization. We may give him on priority".</p>	<p>Pradeepta Kumar Nath, owner of vehicle No.OR06F-7277 has no valid permit. His case would be decided only after implementation of final rationalised timing.</p>
17	B.B. Dhalsamant.	OD05E1111 OR05W0596	BBSR-ANGUL BBSR-CTC-DKL-NTPC	A B	CTC-09.30 CTC-07.30	B.PAL-15.30 B.PAL-14.35	Slot-47 09.28 Slot-30 07.28	Slot-129 15.12 Slot-123 14.32					<p>The petitioner has objected that,the rationalized timing may be made after conducting traffic survey. Three minutes is not sufficient to pick up and set down passengers at Talcher & Dhenkanal point. Unequal loading fixed at Angul among Angul bound vehicle and also at Talcher among Talcher bound vehicles.. The petitioner has requested to rectify the final rationalized timing in order to maintain equal gap at each point. There is no such traffic survey in M.V.Act,1988. Cuttack in Up Trip & Banarpal in Down is fixed point. "C" category buses has been inserted in between 04 & 03 minutes gap. Un equal gap among vehicles at Angul point and Talcher point is found place due to non-availability of buses in both categories as well timing has been fixed keeping in view the nearby existing timing at Banarpal. However kind orders of chairman,STA on the above matter is awaited.</p>	<p>The objection of B.B. Dhalasamanta, owner of vehicle No.OD05E-1111 and OR05W-0596 is to prepare rationalized timing after traffic survey. There is unequal loading time at Angul and Talcher.</p> <p>Slots have been designed basing upon the existing vehicles with equal gap maintaining for 'A', 'B' and 'C' category vehicles for the convenient of the travelling public.</p> <p>The objector is at his liberty to opt for the viable vacant slots which will be considered as per the principles ordered in Misc Case No.45/18.</p>



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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
18	Bijay Ku. Behera	OR05AM6765	BBSR-CTC-ANGUL	A	CTC-09.40	B.PAL-14.10	Slot-48 09.36	Slot-118 14.00	38-08.24		VACANT		<p>The petitioner has sought for allotment of vacant slot 38 in Up trip. As per principle adopted in STA, if vacant slot found place in the rationalized timing ahead of "A" category the said slot will be filled up by "B" Category bus. Similarly if the vacant slot found place in the rationalized timing ahead of "B" Category, the said slot will be filled up by "A" Category. In this case, <u>slot No. 38 can not be allotted</u> to the applicant's vehicle as slot No. 40 occupied by Category-"A". and slot No. 39 with Cuttack dep. 08.28 hrs. has been allotted to "C" Category buses with 04 minutes gap. The Chairman, STA is competent to take the final decision.</p> <p>Bijay Kumar Behera, owner of vehicle No.OR05AM-6765 has been allotted slot No.A48UP from Cuttack and slot No.A118DN from Angul to operate from Bhubaneswar/ Cuttack to Angul. Now has opted for vacant slot A38UP. As per the principles ordered in Misc Case No.45/18 the claim for allotment of vacant slot A38UP is not admissible and hence, not considered.</p>	
19	Binod Mohanty	OR05AP1111	BBSR-CTC-ANGUL	A	CTC-08.00	B.PAL-15.00	Slot-34 07.52	Slot-127 14.56					<p>The petitioner has objected that, the rationalized timing may be made after conducting traffic survey. Three minutes is not sufficient to pick up and set down passengers at Talcher & Dhenkanal point. Unequal loading fixed at Angul among Angul bound vehicle and also at Talcher among Talcher bound vehicles. The petitioner has requested to rectify the final rationalized timing in order to maintain equal gap at each point. There is no such traffic survey in M.V.Act,1988. Cuttack in Up Trip & Banarpal in Down is fixed point. "C" category buses has been inserted in between 04 & 03 minutes gap. Un equal gap among vehicles at Angul point and Talcher point is found place due to non-availability of buses in both categories as well timing has been fixed keeping in view the nearby existing timing at Banarpal.However kind orders of chairman,STA on the above matter is awaited.</p> <p>The objection of Binod Mohanty, owner of vehicle No.OR05AP-1111 is to make traffic survey and prepare rationalization timing. There is unequal loading time at Talcher, Dhenkanal and Angul. Slots have been designed basing upon the existing vehicles on Bhubaneswar/ Cuttack to Dhenkanal/ Angul/ Talcher route. Equal running and halting, loading timing have been allotted to the vehicles to accommodate all the buses as per their sequences as possible. The objector at his liberty to opt for a viable vacant slots which will be considered on the basis of principles adopted for allotment of slots as per the order passed in Misc Case No.45/18.</p>	



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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
20	Pradeepta Ku. Nath	OR06G7917	BBSR-DKL-PARJANG	C	DKL-08.50	DKL-15.00	Slot-28 08.56 Via- Mundali	Slot-113 15.00 Via- CTC	24-06.52		Partly occupied from DKL to Angul		The petitioner has sought for allotment of partly vacant slot No. 24 (Cuttack to Dhenkal) as Dhenkanal to Angul in Up trip is occupied by the vehicle OR02AG0188. But the petitioner's vehicle plying through Mundali towards Bhubaneswar without touching Cuttack Bus stand. If the said slot is to be allotted in his favour, other operators plying through Mundali will make application for obtaining permit through Cuttack. Rationalised time is prepared keeping in view their existing routes. The alteration/variation is related to Permit Section. The Chairman, STA is competent to take the decision in this matter.	Pradeepta Kumar Nath, owner of vehicle No.OR06G-7917 has permit from Bhubaneswar to Dhenkanal, Parjang, via-Munduli and it is placed in the slot No.C28UP (via-Munduli). In down trip the vehicle is operating via-Dhenkanal, Khuntuni and Cuttack and place in slot No.C113DN . Now the objector has opted for slot No.24(06.52). He wants variation of route. Variation of route is not considered on the plea of shifting the slots.
21	Gayadhar Swain	OR05Q8302	ARAKHAPAL-DKL-CTC-BBSR	C	CTC-17.20	DKL-08.55	Slot-134 17.24	Slot-46 08.57	74-12:00	12-5:04	VACANT	VACANT	Though the Slot No. 74 in UP trip and Slot No. 12 in Down trip is vacant, but the said slot have been kept vacant for allotment of either Category-A or B vehicles. Category-C buses will be substituted by creating a Via.(Cuttack-Dhenkanal)slot in between A to A or B to B or in between A and B. Accordingly a new slot creating slot No.74A(Cuttack Dep.12:04) with 04 minutes can be allotted to the petitioner's vehicle in Up Trip. But 12A can not be allotted to him as "C" category bus exists in slot No.13. The vehicle is leaving Dhenkanal 08.57 in Down Trip Cat-C and reaching at BBSR 11:39 whereas in 74-A the vehicle will leave Bhubaneswar at 10:54 in Up trip. As such the the application filed by the petitioner may not be considered.The kind orders of Chairman,STA is awaited.	Gayadhar Swain, owner of vehicle No.OR05Q-8302 is placed in slot No.C134UP(17.24) and slot NO.C46DN(8.57). Has applied for shifting to slot No.74UP(12.00) and 12DN(05.04) These slots are meant for category 'A' & 'B' vehicles. Allotment of opted slots would deviate the principle. Not considered.

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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
23	Gayadhar Swain	OR05Q8277	BBSR-ATHAGARH-DKL-ANGUL-BAGEDIA & returned ANGUL-DKL-CTC-BBSR	A- via & A	DKL-11.45	B.PAL-17.55	Slot-57 12.00	Slot-150 18.00	59-10:32	137-16:16	VACANT	VACANT	<p>The petitioner holds a permit on the route Bhubaneswar to Bagedia via Trishulia, Athagarh, Dhenkanal, Angul in Up trip and in Down trip Bagedia to Bhubaneswar via Angul, Dhenkanal, Cuttack. Now the petitioner has sought for vacant slot No. 59 in Up trip to ply directly from Bhubaneswar-Cuttack-Dhenkanal-Angul which relates to alteration/variation of the route. If the slot No. 59-A is to be allotted so that the vehicle will arrive Angul at 14.06 leave 14.16hrs. and arrive Bagedia at 15.26 hrs. As per slot No. 137 the vehicle will reach at Angul 15.46 hrs. his existing dep. time from Angul 15.42-15.52. The vehicle is unable to catch the said time leaving from Bagedia at 15:26.. As such the petition filed by the petitioner may not be considered. The kind orders of Chairman, STA is awaited.</p>	<p>Gayadhar Swain, owner of vehicle No.OR05Q-8277 is operating from Bhubaneswar to Trisulia, Athagarh, Dhenkanal to Angul, Bagedia in up trip but in down trip Angul-Dhenkanal-Cuttack to Bhubaneswar and allotted slot No.57UP(12.00) and 150DN(18.00). The operator has opted for vacant slot No.59UP(10.32) and 137DN(16.16). The opted slots are meant for BHubaneswar/ Cuttack-Dhenkanal-Angul. The claim is for variation of route. Variation of route is not considered in the name of change of slots.</p>
24/49	Sasadhar Behera	OR05J4114	RENGALI-TALCHER-CTC-BBSR	B	CTC-14.40	B.PAL-09.25	Slot-106 15.04	Slot-73 09.12	Slot-102 14.40	Slot-72 09.06	VACANT	VACANT	<p>The petitioner has sought for allotment of vacant slot No. 102 in Up trip and slot No. 72 in Down trip. As per principle vacant slot found place ahead of "A"category vehicle, the said slot will be filled up by "B"Category bus. Similarly if the vacant slot found place in the rationalized timing ahead of "B" Category, the said slot will be filled up by "A"Category. In this case, the said vacant slots both Up and Down trip can be allotted. If the slot NO. 72 with Banarpal dep. 09.06 hrs. in Down trip is to be allotted, the vehicle will reach Bhubaneswar at 13.24 hrs. Similarly, in Up trip if slot No. 102 is to be allotted, the vehicle will leave Bhubaneswar at 13:30 hrs. making halt only 06 minutes at Bhubaneswar which violates the ground rule as each vehicle will make minimum 15 minutes of halt both starting and terminous point. Hence the application may not be taken into consideration. Kind orders of Chairman, STA is awaited.</p>	<p>Sasadhar Behera, owner of vehicle No.OR05J-4114 is in rationalized slot No.B106UP (15.04) and B73DN(09.12). Now has applied for vacant slot No.102Up(14.40) and 72DN(09.06). If these slots are allowed the petitioner's vehicle will get only 06 minutes of halting time at Bhubaneswar which is not convenient to the travelling public and the staff. Minimum 15 minutes of halting timing has been provided in Cuttack. Hence not considered.</p>

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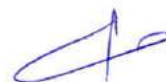
SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
25	MD. Zilani	OD06A2382	BANTALA-BBSR-CTC-ANGUL	A	CTC-12.45	B.PAL-06.50	Slot-81 12.40	Slot-38 06.48					<p>Cuttack in Up Trip and Banarpal in Down Trip are fixed point as per principle adopted in STA. Category "C" vehicles will be inserted either in between Category-"A" & "A", Cat-"B" & "B" or Cat- "B" & "A" vehicles. Accordingly, the vehicle OR06F8204 has been fitted in between Cat-"A" & "B". But the said vehicle has no valid permit. T.C. has directed on 04.04.2018 to include the vehicle in the Rationalised timing as the application is placed in Committee Meeting held on 14.09.2017 vide Item No.118. The objection of the objector regarding 04 minutes loading time at Cuttack is not at all true as in the Minutes of Meeting held on 15.01.2019 with the representatives of Bus Owners' Association of Cuttack, Angul, Dhenkanal & Talcher it is decided "A" & "B" buses will have one BAY and "C" Category buses will have separate BAY. As the vehicle OR06F8204 has no valid permit, the same has been removed from Revised Rationalized timing. Kind orders of Chairman, STA in this matter is awaited.</p>	<p>The vehicle No.OR06F-8204 has no valid permit but has been given berth in the rationalised timing to be deleted. Moreover, his case would be considered separately after implementation of final rationalised timing. Hence, objection is disposed as claim is no merit.</p>
27	Subash Ch.Mohanty	OD05AH8188	1. ANGUL-CUTTACK 2. CUTTACK TO K. NAGAR	A & C	1.CTC-18.35 2. CTC-11.55	1. B.PAL-07.50 2. DKL-16.00	Slot-142 18.00 Slot-73 11.56	Slot-53 07.48 Slot-122 16.02					<p>The petitioner has stated that, he will procure two vehicles in Bhubaneswar-Deogarh route keeping the existing time intact. This matter relates to permit section as the vehicle is unable to cover the route in the allotted slots. On verification of Rationalised timing, the vehicle has allotted running time from Dhenkanal to Kamakshyanagar one hour. While performing the trips from Cuttack to Kamakshyanagar the vehicle will reach Dhenkanal at 13.36 +01 hour towards Kamakshyanagar and reached there at 14.36, thereafter the vehicle will leave Dhenkanal at 15.56-01.00 hour=14.56 hrs at Kamakshyanagar. As such the vehicle will make halt at Kamakshyanagar 20 minutes which is 05 minutes more than the existing permit time. The objection regarding impossible to ply the vehicle as per the allotted slot is not true.</p>	<p>Subash Chandra Mohanty, owner of vehicle No.OD05AH-8188 is operating from Angul to Cuttack and Cuttack to Kamakshyanagar and allotted in 'A' and 'C' category slots. His objection is on insufficient running time beyond Dhenkanal and not on shifting of slots. The petitioner is advised to apply separately for modification of timing beyond rationalized portion for consideration after detail verification.</p>

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					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
28	Dileswar Samal	OD05P1550	PALLAHARA-DKL-CTC-BBSR	C	CTC-15.55	DKL-08.57	Slot-116 15.56	Slot-48 09.03		51-09:15		OCCUPIED	The owner of vehicle OD05P1550 & OR19C9339 have filed mutual petition for interchange of existing slots in Down Trip. Both vehicles are plying in Category-C i.e. Bhubaneswar to Dhenkanal. As per principles, Category-C buses will be substituted either in between Category-A & Category-B or "A" & "A" or "B" & "B" with a gap of 04 minutes. The prayer petition filed by both the owners regarding interchange of timings in Down trip may be considered.	Dileswar Samal, owner of vehicle No. OD05P-1550 is in slot No. C116 UP(15.56) and C48DN(09.03) operating from Pallahara-Dhenkanal-Cuttack to Bhubaneswar. Subash Chandra Mohanty, owner of vehicle No. OR19C-9339 is in slot no. C78UP(12.28) and C51DN(09.15) operating from Ruda-Dhenkanal-Cuttack. Both are the operators in 'C' category slots and have applied for exchange of slots. Exchange of slot are allowed since both are in same category.
29	Subash Ch. Mohanty	OR19C9339	RUDA-DKL-CTC	C	CTC-12.25	DKL-09.15	Slot-78 12.28	Slot-51 09.15		48-09:03		OCCUPIED		
30	Smt. Sujata Swain	OR05AN8188	BBSR-CTC-ANGUL-GOPALPRASAD	A	CTC-08.50	B.PAL-17.20	Slot-40 08.32	Slot-143 17.04	Slot-38 08.24	Slot-140 16.40	VACANT	VACANT	The petitioner has applied for allotment of vacant slot No.38 in Category-A Up Trip & slot No.140 in Category-A Down Trip. As per principle adopted in STA, if vacant slot found place ahead of Category-A vehicle, the said slot shall be allotted to Category-B vehicle. Similarly, where vacant slot found place ahead of Category-B vehicle, the said slot will be filled up by Category-A vehicle. As such slot No.38 can not be allotted to Cat-A Up Trip vehicles as slot No.40 occupied by Cat-A vehicle and slot No.39 exists by Cat-C vehicle. Similarly the vehicle at present find place vide slot No. 143 in Down trip Cat-A.. He has also requested to allot slot No. 140 in Down Trip. The said slot can not be allotted as the slot No.141 has been recommended to allot the vehicles (OR05AJ2274 & OR05AC-9177) and slot No.140 will be filled up by Cat-B vehicle. Hence, the petition of the petitioner may not be taken into consideration. Kind orders of the Chairman, STA is awaited.	Smt. Sujata Swain, owner of vehicle No. OR05AN-8188 is placed in slot No. A40UP(8.32) from Cuttack and slot No. A143DN(17.04) from Angul. The operator has now opted for vacant slot No. A38UP(8.24) and A140DN(16.40). As per the existing principles the vacant slot just above the category 'A' vehicle will be allotted to B category vehicle. In the same way the 'B' category vehicle will be allotted to 'A' category vehicle which would maintain equal time gap between the vehicles under 'A' and 'B' category route. The opted slot No. A38UP (8.24) and A140DN are meant for 'B' category vehicles. As per the norms the proposed slot is not admissible. Hence, the shifting of slots is not considered.
31	Debabrata Mohanty	OD06E8188	CTC-DKL-ANGUL-PURUNAGARH-	A	CTC-14.10	B.PAL-08.30	Slot-95 14.00	Slot-61 08.24		57-08:14		OCCUPIED	The petitioner has applied for allotment of slot No.57 in Category-A down trip instead of existing slot 61. The said slot has already been allotted to vehicle OR05AV7969. As the slot No.57 has been exhausted, the prayer petition filed by Sri Mohanty may not be taken into consideration. Kind orders of Chairman, STA is awaited in this matter.	Vehicle of Debabrata Mohanty OD06E-8188 is placed in slot No. A95UP(14.00) and A61DN(8.24). He has opted for shifting to slot No. A57DN(8.14). The proposed slot is not vacant, hence the claim is not considered.

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SL. NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
32/33	Padmabati Bhuyan	OD05G9624	ANGUL-CTC-BBSR	A	CTC-14.50	B.PAL-06.55	Slot-104 14.48	Slot-43 07.06					<p>The petitioner has stated that, her vehicle exists in Slot No. 43 in Category-A down trip. The slot No. 41 in Category-B down trip is allotted to vehicle OR05AE5011 and slot No.42 occupied by Cat-C vehicle OD02H2165 substituted within 04 minutes. Slot No. 39 in down trip is to be allotted to Category-A vehicle as per decision taken by T.C.in Misc Case No.45/2018. She objected not to allot the said vacant slot to Catagory-A vehicles. Further the petitioner's vehicle exists in slot No. 104 in Category-A Up trip. Slot No. 102 is a vacant slot but the said slot is ahead of petitioner's vehicle. the said slot is to be allotted to Category-B vehicles as per the orders passed by Chairman, STA on 25.06.2018. Her objection in Up Trip only seems to be genuine. As per order passed by Chairman, STA on 25.06.2018 where vacant slot found place ahead of Catagory-A vehicles, that slot shall be filled up by Catagory-B vehicles. Similarly, where vacant slot found place ahead of Catagory-B vehicles, that slot shall be filled up by Catagory-A vehicles. As regards her request in Up Trip regarding non-allotment of vacant slot No.39 to Cat-A vehicle may be considered and slot No.102 in Up Trip may be considered for Cat-B vehicles. The orders of Chairman, STA in this matter is awaited.</p>	<p>The vehicle of Padmavati Bhuyan, OD05G-9624 is operating from Angul to Bhubaneswar, via-Cuttack and has allotted slot NO.A104UP(14.48) and A43DN(7.06). Her objection is against the allotment of slot NO.B41DN to vehicle OR05AE-5011. As found the vehicle Vehicle allotted at slot No.41, OR05AE-5011 in B category, the vehicle at slot 42 OD02H2165, is in category C. The objectors vehicle at slot No.43 is in A category. Vehicles are allotted slots as per the route and sequences following the principles. The objection is not genuine, hence not taken into consideration.</p>




 12.2.2019
 Chairman
 STA, Odisha

SL NO.	NAME OF APPLICANT	VEHICLE NO.	ROUTE	CAT.	PERMIT TIMING		ALLOTTED SLOT WITH TIME		DESIRED SLOT		PRESENT STATUS OF DESIRED SLOT (VACANT/OCCUPIED)		OBJECTION / PRAYER	FINAL ORDERS PASSED BY THE CHAIRMAN, STA.
					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
34	Rudra Narayan Tripathy	OR02P3733	PATRAPADA-ANGUL-CTC-BBSR	A	CTC-13.30	B.PAL-07.20	Slot-87 13.20	Slot-47 07.24					<p>The petitioner has objected that, gross violence and arbitrariness has been taken place especially while allotting time to the petitioner's vehicle. He has been allotted six minutes where as after and prior vehicles have been allowed 12 minutes intervals at Angul. Further at Dhenkanal 03 minutes interval has been given to his vehicle. While preparing rationalized time, Cuttack in Up Trip and Banarpal in Down Trip has been taken as fixed point. Category-A & B vehicles have been allotted 08 minutes gap keeping in view their existing timing. 06 minutes has been fixed in Peak hour from 06.00 to 09.12 and remaining slots are 08 minutes. Category-C vehicles are substituted among "A" & "B" category and "Cat-A & A and Cat-B & B vehicle within a gap of 03/04 minutes and halting time at Dhenkanal has been enhanced to 08 minutes instead of 06 minutes. The objection of the petitioner is not true. The Chairman ,STA is competent to take any appropriate steps in the matter.</p>	<p>The vehical of Rudra Narayan Tripathy OR02P-3733 is placed in slot No.A87UP(13.20) and A47DN(7.24). The allegation is that other vehicle before and after his slot have been given 12 minutes of gap where as he gets only 06 minutes. From 06.00hrs to 9.12hrs has been considered as the peak hour. Accordingly, his vehicle gets 06 minutes of interval. The objection is not genuine, hence not considered.</p>

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					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
35	Prakash Ch.Sahoo	OR02AA2519		A									<p>The petitioner has been granted with a temp.permit in respect of his vehicle OR02AA2519 on the route Bhubaneswar to Chhendipada valid till 30.04.2011 w.e.f. 17.03.2011. The petitioner has filed W.P.(C) No.22406/2011 before Hon'ble High Court of Orissa and Hon'ble Court vide their order dated 13.09.2011 directed Secretary, STA if the petitioner applied for fresh permit U/s.87 of M.V.Act,1988, O.P.may consider the same and pass appropriate order. Another temp.permit was granted to him w.e.f. 11.04.2011 to 06.09.2011. As the time allotted to him is not viable, he has preferred an Appeal before Hon'ble STAT in M.V.Appeal No.18/2011. Then take shelter before Hon'ble High Court of Orissa in W.P.(C) No.3625 of 2014. Hon'ble High Court has directed O.P. i.e. Secretary, STA shall consider the application of the petitioner for grant of T.P. Non-allocation of viable timing by the Secretary, STA, the petitioner preferred an W.P.(C) No.14844 of 2014 before Hon'ble High Court of Orissa. Hon'ble Court vide their order dated 20.07.2015 stated that this Court is not inclined to entertain this application. However, liberty is granted to the petitioner to approach the appropriate forum ventilating his grievance in accordance with law. The petitioner has filed an M.V.Appeal No.18/2015 before Hon'ble STAT for consideration for allotment of clash free timing which is pending. At present the petitioner has no valid permit. The Chairman, STA is competent to decide the matter of the petitioner.</p>	<p>The petitioner has no valid permit and no application for consideration of permit is pending. However, on finalisation of rationalisation timing the vacant route would be notified inviting fresh application from the intended operators. On receipt of application from the petitioner his case would be considered on merit.</p>
36	Satya Narayan Mishra	OD02AH1899	KAMPULEI-DKL-CTC-BBSR	C			22A/23A	98A/102A	22A/23A	VACANT	May be created	<p>The petitioner has no valid permit. He stated that, he has applied afresh for grant of T.P.on the route Kampulei to Bhubaneswar via.Kamakshyanagar.The same is placed in Permit Committee Meeting held on 29.11.2018 vide Sl. No. 187. The Chairman, STA is competent to consider the application of the petitioner by creating new slot in between "A"&"A" or "B"&"B" or "A"&"B".</p>	<p>Sri Satya Narayan Mishra OD02AH-1899 has no valid permit but claims to have applied for Temporary Permit and his application has been heard on 29.11.2018 at SL. No.187 for the route Kampulei to Bhubaneswar, via-Kamakshyanagar.</p> <p>The case will be considered only after implementation of final rationalization route on merit.</p>	

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					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
37/38/39	Representative of Bus Owners.												Some operators operating in Bhubaneswar / Cuttack Dhenkanal-Banarpal-Angul/Talcher have objected unequal loading time, without conducting traffic survey, no concept regarding nature of service and requested to postpone the rationalized time till completion of four laning. in the Minutes of Meeting held on 15.01.2019 with the representatives of Bus Owners' Association of Cuttack, Dhenkanal, Angul and Talcher the issue raised by them has been redressed and proceeding has already been hosted in STA Website.	The objection is in general on preparation of rationalized timing without traffic survey and allotting unequal loading time. Principles have been formulated while framing the rationalized slots category wise and upon taking into consideration of all the existing vehicles on the routes. First draft rationalized timing was published on 30.07.2015, second draft was published on 11.04.2017, third draft on 01.03.2018 and finally published on 01.06.2018. Upon compiling objections, suggestions slots have been given final shape. The loading time at Dhenkanal has been increased from 06 minutes to 08 minutes after discussing with the leading operators on 15.01.2019. The objection needs no consideration.
43	Smt. Amrita Deo	OD05L1276	CTC-DKL-ANGUL-PURUNAGARH-	A	CTC-06:15	B.Pal-11:00	Slot-19 06:16	Slot-91 11:04					No such vehicle is found place in the final rationalized time either the owner has not informed about missing of the vehicle. While going through the permit timing, it is found that, the vehicle OR05B0959 has been incorporated the final rationalized time. Smt.Deo has filed an writ petition 9308 of 2018 before Hon'ble High Court of Orissa challenging 03rd Draft rationalized time. After due consideration of the objections received towards 03rd Draft rationalized timing, final rationalized timing has been published in the News Paper on 01.06.2018 for its implementation w.e.f.25.6.2018. The same was not implemented due to W.P.(C) No.10460 of 2018 filed by Ashok Ku.Swain and W.P.(C)No.9881 of 2018 filed by Birendra Ku.Sahoo. Pursuant to the orders passed by Hon'ble High Court, a T.C. Misc. Case No. 45 of 2018 was instituted and the same was disposed of by the Chairman,STA on 25.6.2018 and passed order to implement the final rationalized time w.e.f.01.8.2018 which was held up temporarily. The W.P.(C)No.9308 of 2018 filed by Smt.Amrita Das & others may be considered.	Chairman, STA has decided the matter in the Misc Case no.45/18 vide order dated 25.06.2018 and accordingly norms has been fixed for allotment of slots.

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					UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN		
44	Mahesh Ch. Mohapatra	OD05AG5475	BBSR-CTC-DKL-Bonai	C	CTC-05:50	DKL time has not been reflected in the permit.			14-A 05:48	144-A 18:52	To be created	To be created	The petitioner's vehicle has not been incorporated in the final rationalized timing as the permit has been issued on 05.07.2018 whereas the final rationalized timing published on 01.6.2018. He has requested to incorporate his vehicle in the final rationalized time with desired slot. As per principles followed in ground rule, Cat-C vehicle will be substituted in between Cat-A & A, Cat-B & B and Cat-A & B vehicles.	Mahesh Chandra Mohapatra OD05AG-5475, has been granted permit on the route Bhubaneswar-Cuttack-Dhenkanal to Bonai. Permit is valid till 02.11.2023, but not placed in the rationalised chart. In consideration to the application, the vehicle OD05M-5475 is now to be included in the rationalised chart in the vacant slot No.14A(05.48) and 144A(18.52) in 'C' category.
45/46	Jubula Ku. Jethy & Others.												Jubula Ku.Jethy & others have filed an writ petition 9308 of 2018 before Hon'ble High Court of Orissa challenging 03rd Draft rationalized time. After due consideration of the objections received towards 03rd Draft rationalized timing, final rationalized timing has been published in the News Paper on 01.06.2018 for its implementation w.e.f.25.6.2018. The same was not implemented due to W.P.(C) No.10460 of 2018 filed by Ashok Ku.Swain and W.P.(C)No.9881 of 2018 filed by Birendra Ku.Sahoo. Pursuant to the orders passed by Hon'ble High Court, a T.C.Misc.Case No.45 of 2018 was instituted and the same was disposed of by the Chairman,STA on 25.6.2018 and passed order to implement the final rationalized time w.e.f.01.8.2018 which was held up temporarily. The W.P.(C)No.9308 of 2018 filed by Jubula Ku.Jethy & others may be considered.	Jubula Kumar Jethy and others have preferred W.P.(C) No.9308 of 2018 before the Hon'ble High Court against the 3rd draft rationalized timing on the route Bhubaneswar/Cuttack-Dhenkanal to Angul/Talcher. The rationalized timing on these routes was necessary due to congestion and to stream line the operation of stage carriages operators for the convenient of the traveling public and to prevent unhealthy competition among the operators. After formulating ground rules draft rationalized timing is prepared and 1st draft was published on 30.07.2015 inviting operators. After complying the objections, the 2nd draft was published on 11.04.2017 inviting further objection. The 3rd draft was published on 01.03.2018. Again complying the objections and looking into the merits the 4th and final rationalized timing was published on 01.06.2018 declaring for implementation w.e.f. 25.06.2018. In view of order in the W.P.(C) No.10460 of 2018 filed by Ashok Kumar Swain and W.P.(C) 9881 of 18 filed by Birendra Kumar Sahoo, the Chairman, STA heard the case in Misc Case No.45 of 2018 and disposed on 25.06.2018 and fixed 01.08.2018 for giving effect. But it is not implemented due to administrative ground. The grievance of the operators have been redressed time to time. The last discussion was held on 15.01.2019 with the leading operators of Cuttack, Dhenkanal and Angul. The leading timing at Dhenkanal has been increased to 08 minutes from 06. Other grievances have been taken into consideration before finalisation of rationalized timing.

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48	Laxmidhar Mohapatra	OD05A7788 OD05M5475	Deogarh-Angul-Cuttack-BBSR	A	CTC-15:05	B.Pal-09:55	Slot-108 15:12	Slot-76 09:28	Slot-106 15:04		OCCUPIED		<p>The petitioner is requested to allot the slot No.106 as the owner of vehicle OR05J-4114 has applied for allotment of vacant slot No.102 by leaving his allotted slot-106.. If the slot No.102 is to be allotted to vehicle OR05J4114 in Up Trip and slot No.72 in Down Trip, the vehicle will get 06 minutes at Bhubaneswar as the vehicle will reach Bhubaneswar at 13.24 and leave Bhubaneswar at 13.30 which violates the ground rule. It is decided in the ground rule that, each vehicle will make halt minimum 15 minutes both starting & terminus. The petition filed by Sri Mohapatra for allotment of slot No.106 in Up Trip may not be taken into consideration. Kind orders of Chairman, STA is awaited.</p> <p>Laxmidhar Mohapatra owner of vehicle No.OD05A-7788 has been allotted slot No.A108UP(15.12) and slot No.A76(09.28) to operate from Deogarh-Angul to Cuttack/Bhubaneswar.</p> <p>The petitioner has now applied for slot No.A106UP(15.04). The change of slot does not appear to be genuine as there is only 08 minutes of difference between these two slots. Moreover, the vehicle is starting from Deogarh. Nonetheless, the proposed slot A106UP(15.04) has been allotted to vehicle No.OR05J-4114. Hence, not considered.</p>	
50	Sailendra Ku. Nayak	OD05G0045	BBSR-CTC-Angul	A	CTC-09:00	B.Pal-13:20	Slot-41 08:40	Slot-111 13:12	Slot-38 08:24	Slot-108 12:56'	VACANT	VACANT	<p>The vehicle OR04M-0045 has been replaced by OD05G-0045 and requested to take appropriate action regarding reflection of present vehicle. Further he has sought for vacant slot No.38 in Up Trip Cat-A instead of existing slot 41 and vacant slot No.108 instead of existing slot 111 in Down Trip. As per principle adopted in STA, if vacant slot found place in the rationalized timing ahead of "A" category the said slot will be filled up by "B" Category bus. Similarly if the vacant slot found place in the rationalized timing ahead of "B" Category, the said slot will be filled up by "A" Category bus. The petitioner's prayer regarding allotment of vacant slot 38 in Up Trip Category-A can not be allotted as slot No.40 has been occupied by by Cat-A vehicle OR05AN8188 and slot No.39 is a Via slot which is inserted in between direct slot with a gap of 04/03 minutes. As regards allotment slot No.108 in Down Trip may be allotted in his favour but there is 20 minutes halting at Angul point. Kind orders of Chairman, STA is awaited.</p> <p>Replacement of vehicles by a higher model is a routine process which can be availed at any time on simple application through OPMS.</p> <p>With regards to change of existing slot No.A41UP(8.40) and A 111DN(13.12) to vacant slot A38UP(8.24) and A108UP(12.56) is not admissible as per the principles adopted for change of slots.</p> <p>Hence not considered.</p>	

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51	Sailendra Ku. Nayak	OD04H0045	CKL-CTC-DKL-TALCHER-KALINGA	B	CTC-09:50	B.PAL-15:50	SLOT-50 09:52	SLOT-132 15:36	SLOT-49 09:44			VACANT	<p>Sri Nayak has requested to allot vacant slot No.49 with Cuttack Dep.09:44 instead of existing slot No.50 with Cuttack Dep.09:52. As per principle adopted in STA. if vacant slot found place in the rationalized timing ahead of "A"category the said slot will be filled up by "B"Category bus. Similarly if the vacant slot found place in the rationalized timing ahead of "B" Category, the said slot will be filled up by "A"Category bus. At present the petitioner's vehicle found place in slot No.50 in Cat-B Up Trip. Slot No.49 in Cat-B Up Trip can not be allotted in his favour. The kind orders of the Chairman, STA is awaited.</p>	<p>Sailendra Kumar Nayak, owner of vehicle No.OD04H-0045 is operating on the route Cutack-Dhenkanal-Talcher and placed in the rationalized slot NO.B50(9.52) UP and B132DN(15.36).</p> <p>The operator has applied for vacant slot No.B49UP (09.44) from Cuttack.</p> <p>The proposed change of slots is not admissible as per the principles adopted for allotment of slots. Hence not considered.</p>

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12/2/19

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Chairman
STA, Odisha