

**GOVERNMENT OF NCT OF DELHI  
TRANSPORT DEPARTMENT  
(STATE TRANSPORT AUTHORITY)  
5/9 UNDER HILL ROAD : DELHI-54**

NO: F.2(21(60 File)/Secy/STA/2001/PF.II     Dated: August 30, 2006

**Subject: Inviting objections / representations/ suggestions  
on the recommendations of Unified Time Table Committee  
(UTT)**

STA in its meeting held on 3.8.2006 has decided that the recommendations made by UTT Committee in its five meetings as mentioned below, for change/ merger of routes as the case may be placed on the website of Transport Department for a period of one month so that objections / representations, if any, may be filed by the public / commuters / operators:

- i. Minutes of meeting dated 15.7.2005  
Annexure "A"
- ii. Minutes of meeting dated 28.7.2005  
Annexure "B"
- iii. Minutes of meeting dated 18.8.2005  
Annexure "C"
- iv. Minutes of meeting dated 30.9.2005  
Annexure "D"
- v. Minutes of meeting dated 25.10.2005  
Annexure "E"

Accordingly, general public/ commuters / operators are requested to submit their objections/representations/suggestions, if any, to the STA by 30 Sept 2006.

Thereafter, the matter will be placed before STA for further consideration / decision.

**SECRETARY (STA)**

**MINUTES OF THE MEETING OF UTT COMMITTEE HELD ON 15-07-2005**

1. List of the members who attended the meeting is at Annexure 'A'.
2. Minutes of the last meeting were approved by the members.
3. STA had referred back recommendations given by UTT at point No.8, 9, 10, 11, 13, 15, 16 and 17 of the meeting dated 10.12.2004 and point No.5, 9, 14, 17 and 18 of meeting dated 04.01.2005, to have a re-look at all these recommendations and to give a comprehensive justification. The affected operators are pressing hard to give final recommendations in respect of their cases. The committee had a re-look on all these cases and the recommendations of the committee are as under:-

(a) Vide point No.8 of the minutes dated 10.12.2004, UTT committee had opined that since DTC is operating its buses on route No.363 from Noida Sector-52 to ISBT, the private operators of the route should also be allowed to operate on the same route till the route is reverted back to its original route i.e. Noida Sector-52 to Azadpur.

DTC officers confirmed that DTC is still plying its buses on the route – Noida Sector – 52 to ISBT. Hence, now it can not be termed as a route on experimental basis. Therefore, committee reiterates its earlier recommendation on the issue that the private operators should also be allowed to operate on the route and via on which DTC plying its buses presently.

(b) Vide point No.9 of the minutes dated 10.12.2004, committee had recommended route No.901 (Mangolpuri to Kamla Market) for single bus route No.132 (Ashok Vihar to Pragati Maidan). The committee reiterates its decision because route No.901 is most proximate to single bus route No.132. However STA shall ensure that bus No.DL1PA-5418 is a single bus on route No.132

(c) Vide point No.10 of the minutes dated 10.12.2004, committee had recommended route No.761 (Manglapuri to Azadpur Terminal) for single bus route No.741 (Jonti Village to Manglapuri). The committee reiterates its decision because route No.761 is most proximate to single bus route No.741. However STA shall ensure that bus No.DL1PB-0637 is a single bus on route No.741.

(d) Vide point No.11 of the minutes dated 10.12.2004, committee had recommended route No.764 (Najafgarh to Nehru Place) for single bus route No.834 (Najafgarh to Nanak Heri). Since there is no proximate route to single bus Route No.834, the committee recommends Route No.764 on the request of operator which starts from Najafgarh. STA may consider after ensuring that bus No.DL-IPA-5694 is a single bus on route No.834.

(e) Vide point No.13 of the minutes dated 10.12.2004, UTT committee recommended that route No.440 (New Delhi Railway Station to Ambedkar Nagar Terminal) to the operators of Bus No.DL1PA-3294 and DL1PA-3296 operating on route No.492 (Noida Sector-62 to Nehru Place Terminal). Though the matter was outside the purview of UTT committee, it was taken up on the direction of Commissioner (Transport). COT on the face of the representation of the operators had directed –

“Put up before UTT like every other case. Take the bus out of the Noida route but the option for a particular route can not be taken by the operator”.

Since the operator was already operating two buses on route No.440, committee recommended route No.440 for these two buses also. Case be put up before Commissioner (Transport) as per his directions given on the face of application.

(f) Vide point No.15 of the minutes dated 10.12.2004, committee had recommended route No.984-A (AIIMS to Rohini Sector-16) for two buses presently plying on route No.769 (Nehru Place to Avantika Rohini Sector-16). The committee reiterates its decision because route No.984-A is most proximate to route No.769. The members of the committee were of the view that since there is no DTC bus in operation on route No.769, it becomes a non-rationalized route.

(g) Vide point No.16 of the minutes dated 10.12.2004, committee had recommended route No.114 (Fatehpuri to Qutab Garh) for single bus route No.114-A (Azadpur to Jat Khor). The committee reiterates its decision because route No.114 is most proximate to single bus route No.114-A. However STA shall ensure that bus No.DL1PB-3975 is a single bus on route No.114-A.

(h) The case of operator of bus No.DL1PA-5791 was taken in the UTT meeting dated 10.12.2004 on the direction of Commissioner (Transport). The operator was operating on route No.844 (Najafgarh to Sarangpur). Presently the operator is not having any bus. Since there is no bus on the route, the UTT did not discuss the case on merit.

(i) Vide point No.5 of the minutes dated 10.12.2004 UTT committee had given recommendations on the review application of the operator of bus No.DL1PA 8112. The operator was earlier recommended route No.712 (Karol Bagh to Kapashera Border) for his non-rationalized route No.4505 (Kapashera Border to Mori Gate). However, the operator had requested that there is no bus on route No.712 and hence is a un-economical route.

Perusal of the record by STA reveals that there is actually no private bus on route No.712. Hence the contention of the operator that the route is un-economical is correct. In view of this route No.729 (Kapashera Border to Mori Gate) was recommended by UTT to be allotted to operator, though it was 40% parallel to the non-rationalized route No.4505. UTT committee again recommends route No.729 for non-rationalized route No.4505, as there is no other route more proximate.

(j) Vide point No.9 of the minutes dated 04.01.2005, committee had recommended route No.443 (Shahdara to Badarpur Border) for single bus route No.304 (Lajpat Nagar to Anand Vihar). The committee reviewed its decision and recommends route No.543 (Anand Vihar to Safdarjung Terminal) because route No.543 is most

proximate to single bus route No.304. However STA shall ensure that bus No.DL1PA-2518 is a single bus on route No.304.

(k) Vide point No.10 of the minutes dated 04.01.2005, committee had recommended route No.548 (Minto Road to Tughlakabad) for single bus route No.535 (Malviya Nagar to Rajinder Nagar). Though route No.520 (Super Bazar to Malviya Nagar) was most proximate but the same was not recommended as there were already enough number of buses (15) on the route. Hence the committee recommended route No.548 being the next proximate to single bus route No.535. Route No.548 is presently having only 9 buses. Therefore committee reiterates its previous decision. However STA shall ensure that bus No.DL1PB-2526 is a single bus on route No.535.

(l) Vide point No.14 of the minutes dated 04.01.2005, committee had recommended route No.114 (Qutab Garh to Fatehpuri) for single bus route No.938 (Azadpur to Tikri Border). The committee reiterates its decision because route No.114 is most proximate to single bus route No.938. However STA shall ensure that bus No.DL1PA-3932 is a single bus on route No.938.

(m) Vide point No.17 of the minutes dated 04.01.2005, committee had recommended route No.219 (Nangloi to Old Delhi Railway Station) for single bus route No.934 (Neelwal village to Azadpur Terminal). The committee reiterates its decision because route No.219 is proximate to single bus route No.934 and is having less number of buses (18) than the other proximate route 926 (Old Delhi Railway Station to Tikri Border) which is having 38 buses. However STA shall ensure that bus No.DL1PA-1740 is a single bus on route No.934.

(n) Vide point No.18 of the minutes dated 04.01.2005, the committee had asked STA to consider offering of route No.166 to the operators of route No.3 who are having 3 buses on this route and no DTC bus plying at present. The operators represented that the non-

economical/ less popular routes having only two to three buses and also no DTC buses ply may be amalgamated with other proximate popular routes. Though this issue was beyond the jurisdiction of UTT committee but it was taken up on the directions of Commissioner (Transport) who observed on the face of the representation of the operators as under:-

“May first to be examined by UTT”.

Hence in view of the above, STA is requested to take necessary action on the issue.

4. Operator of bus No.DL1PB-3921 has requested for review of earlier recommendations of UTT committed whereby the committee recommended route No.62 (Shahbad Dairy to Kamla Market) to the non-rationalized route No.10 (Kalyan Vihar to Central Secretariat). The operator has now requested for route No.144 or 144-A.

The committee is of the view that there is no justification in considering review application of the above operator as there are 4 private buses on route No.62 in addition to DTC buses. Hence the request of the operator is rejected by the committee.

5. Operator of bus No.DL1PA-4845 has requested to change his route from 70 (Naraina Vihar to Anand Vihar Terminal) to 73 (Anand Vihar Terminal to Hari Nagar). Perusal of the record reveals that there is no bus on route No.70. In fact this operator has also deposited his permit on October, 2003 and is not live, the case can only be taken up by the UTT after the permit is restored by STA.

6. One representation of Shri Jai Bhagwan, MLA has been referred to UTT committee wherein it has been requested to review earlier recommendation of the committee to rationalize the non-rationalized route No.195 (Siras pur to Railway Station) to 137 (Holambi to Railway Station), the Hon'ble MLA has stated that due to this change there are lot of difficulties to the rural commuters. Hence the original (non-rationalized route) should not be disturbed.

The committee is of the view that the request of the operators and Hon'ble MLA is genuine and recommends that route No.195 should not be disturbed being a rural route.

### Annexure "B"

#### MINUTES OF THE MEETING OF UTT COMMITTEE HELD ON 28.07-2005

1. List of the members who attended the meeting is at Annexure 'A'
2. Minutes of the last meeting held on 15.7.2005, were approved by the members.
3. STA had forwarded representations of Shri Surinder Kumar, MLA which were regarding change in via of route No.106-A, 133 & 133-A. It has been requested that the via should be through JJ Colony, Bawana so that to resolve the problems of the commuters of JJ Colony, Bawana. The operators of these routes were called to address their problems. They told that the stop of JJ Colony, Bawana is not mentioned in their permits though it is the natural via of their route. They are facing a big problem as Traffic Police is frequently challaning their buses, in case they stop their buses at the stop of JJ Colony, Bawana.

The Committee is of the view that it is not within the jurisdiction of the UTT Committee to recommend any change in the via of a rationalized route. However, representatives of DTC present in the meeting, assured the operators that in the route board of the bus stop of JJ Colony, Bawana, route no. 133 & 133-A shall also be mentioned on main road. Route no. 106-A can not be mentioned on the route board as it has a different via.

4. STA had forwarded three cases (route No.313, 9006 and 241) to UTT Committee. Commissioner (Tpt) on the face of the PUC has, inter alia, observed as under:  
 "Please process these three cases (as per norms) on priority

for consideration of UTT / STA Board.”

The recommendations of the UTT regarding above cases, are as under:

a) Route No.313 is already a rationalized route, presently having 15 private buses in addition to DTC buses. Hence, the request of operator of DL1PA-6833 plying on route No. 313 cannot be considered for change of route.

b) UTT Committee has already recommended route No.910L (Guru Harkrishan Nagar to Shivaji Stadium) vide minutes dated 2.9.2003 Hence, STA can consider allotting route no.910L to the operator of bus No.DL1PB-3712

c) Operator of Bus No.DL1PA-6189 and 6190 has requested for change of his route No.241 to route No.355. Perusal of the record of STA reveals that there is no live permit on route No.241. Hence, the request of the operator cannot be considered by the UTT Committee.

5. Operator of bus no. DL1PB-3921, earlier plying on a single bus route no.10 (Kalyan Vihar to Centt. Sectt.) was recommended rationalized route no.62 (Shahbad Dairy to Kamla Mkt.). Now the operator has asked for review of the decision of UTT Committee and to offer him route no.144 or 144A.

The Committee is of the view that being proximate to route no.62, this route was offered to the operator. Route No.144 or 144A are not proximate to route no.10, hence, cannot be considered to be offered to the operator.

6. Operator of bus no.DL1PA-0193 has requested for change of his existing route No.140 (Mori Gate to Shahbad Dairy) to any of the route no.133A,19A, 159A, 861 or 2202.

However, perusal of the record of STA reveals that there are already four buses on route no.140 in addition to DTC buses. Hence, it is beyond the purview of UTT Committee to recommend any change in the route of the operator.

7. Operators of route no.9501 and 9213 who were earlier allotted route No.423A, have now requested that they may be given route no.423 as there is problem due to clash in the time-tables of their buses with operators of route No.423.

Committee recommends that route no.423 may be offered to these operators as this route is almost same as that of route no.423A.

8. Operator of bus No.DL1PB-5223 has requested for change of his route no.194 (Azad Pur to Bakaoli Temple) as he claims that his is a single bus on the route. However, DTC vide letter No.TR/SCH./STA/13/05/1713 dated 3.5.2005 has informed that there are two DTC buses plying on route no.194 from Bakaoli Temple to Fateh Puri.

Committee is of the view that though route no.194 is not a single bus route, but route of private bus and DTC are having different destinations. Committee recommends that operator of 194 may also be allowed to operate his bus from Bakaoli Temple to Rly. Station, as is being operated by DTC, being a rural route.

9. Operator of bus No.DL1PB-2948 operating his bus on route no.202 has requested for slight change in the via of his route.

Since change of via of any rationalized route is beyond the purview of UTT Committee, the request of the operator cannot be considered.

10. Operators of route No.214 (Seemapuri to Kamla Mkt.) have requested to extend their route by just one stand so that their route is terminated at Gate no.2, Ajmeri Gate Rly. Station.

Since change of via of any rationalized route is beyond the purview of UTT Committee, the request of the operator cannot be considered. However, the matter may be referred to DTC.

11. Operator of bus No.DL1PA-5213 has requested for change of his route No.217 ( BDM Chowk to Gokul Puri) as he claims that his is a single bus on the route. However, DTC vide letter No.TR/SCH./STA/13/05/304 dated 20.01.2005 has informed that only one bus with only one trip is in operation on route no.217. Perusal of record of STA reveals that there is one more private bus on this route. Hence it is not a single bus route. The request of the operator for route change cannot be considered.

12. Operator of bus No.DL1PB-4224 and DL1PB-4414 operating his bus on route no.221 (Anand Vihar to Mori Gate) has requested for change in the via of his route. He has requested to make his destination point Railway Station in place of Mori Gate. The operator of these buses also appeared before the Committee and also informed that he has not been given sufficient time gap in his timetable.

Route No. 221 is having 18 buses, hence is a very popular route and it is connecting both the ISBTs. Moreover, change of via of any rationalized route is beyond the purview of UTT Committee. Hence, the request of the operator cannot be considered. However, STA is suggested to take remedial action with regard to problem of the operator regarding frequency given in the time-table.

13. Operator of bus no.DL1PB-4771 has requested for change of his existing route No.119 (Fateh puri to Bajit Pur Village) to any of the route no.133A or 106A.

However, perusal of the record of STA reveals that there are already two buses on route no.119 in addition to DTC buses. Hence, it is beyond the purview of UTT Committee to recommend any change in the route of the operator.

14. Operators of route No.940 and 205 informed the Committee that the route given to private operators on these routes is different from that of DTC. They have requested that they may also be given the same via as being followed by DTC. Committee thinks that the demand of these operators is genuine one. Hence, via of private operators of route no.940 and 205 should be same as that of the DTC, being rationalized routes

Annexure "C"

**MINUTES OF THE MEETING OF UTT COMMITTEE HELD ON 18.08-2005**

1. List of the members who attended the meeting is at Annexure 'A'
2. Minutes of the last meeting held on 28.7.2005, were approved by the members.
3. The operator of DL -1PA -6687 operating his bus on route no 136 (Azadpur to Ghoga Village) has informed that other buses of his route no. 136 are having their permits from Ghoga Village to Railway Station. Even DTC is also plying its buses of route no. 136 from Ghoga Village to Railway Station. He has requested that he may also be given the same via, as being followed by other DTC and blue line buses.

Committee recommends that being a rural route and also the fact that other buses on the same routes are operating between Ghoga to Railway Station, operator of bus no. DL 1PA-6687 may also be allowed the route from Ghoga Village to Railway Station.

4. Operator of bus no. DL- 1PB- 3790, plying on route no. 147 (Tiggipur to Railway Station) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate to route no. 147 can be decided.

5. Operator of bus no. DL- 1PA- 5966, plying on route no. 148 (GTB Nagar to Tikri Khurd) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate to route no. 148 can be decided.

6. Operator of bus no. DL-1PA-0680, plying on route no.160 (Haider Pur to Central Secretariat) has requested that his is a single bus on the route. However, perusal of the record reveals that it is not a single bus on the route as there is one more private bus on the route.

Since it is not a single bus on the route, Committee does not recommend any alternate route for the operator.

7. Operator of bus no. DL-1PA-7071, plying on route no.174 (Azad Pur to Kanjhawala) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate to route no. 174 can be decided.

8. Operator of bus no. DL-1PB-5667, plying on route no.404 (Madanpur Khadar to Railway Station) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate to route no. 404 can be decided.

9. Operator of bus no. DL-1PB-0147, plying on route no.451 (Jantar Mantar to Jait Pur) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate to route no.451 can be decided.

10. Operator of bus no. DL-1PB-3880, plying on route no.618 (Safdarjung Terminal to Karam Pura Terminal) has requested that his is a single bus on the route. However, perusal of the record reveals that it is not a single bus on the route as there is one more private bus on the route.

Since it is not a single bus on the route, Committee does not recommend any alternate route for the operator.

11. Operator of bus no. DL-1PB-1491, plying on route no.792 (Mori Gate to Barthal) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate to route no.792 can be decided.

12. Operator of bus no. DL-1P-7316, plying on route no.840 (Mangla Puri to Shivaji Stadium) has requested that his is a single bus on the route. However, perusal of the record reveals that it is not a single bus on the route as there are four more private buses on the route.

Since it is not a single bus on the route, Committee does not recommend any alternate route for the operator.

13. Operator of bus no.DL-1PA-1270, plying on route no.526 (Kamla Market to Hamdard Nagar) has requested that his is a single bus on the route. However, perusal of the record reveals that it is not a single bus on the route as there are five more private buses on the route.

Since it is not a single bus on the route, Committee does not recommend any alternate route for the operator.

14. Operators of route No.323 (Dhaura Kuan to Noida Sector-34) which have requested for change in their via as their present via is not economical according to them. However, route No.323 being a rationalized route, and considerable number (17) of buses plying on route any change in the route does not come under the purview of UTT Committee. STA is advised to take a decision on this issue itself..

15. Operator of Bus No.DL-IPA-3492 plying on route No.433 (Okhla to Jantar Mantar) has requested that this route is highly un-economical. He has requested his route changed to 440 or 425-A. Commissioner (Transport) on the face of the PUC of the operator has asked UTT to consider allotment of alternate route.

Perusal of the record reveals that this is not a single route (there are 17 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

16. Operator of DL1P -1282 & DL1PB 1386 has requested that he had brought his buses in public interest on 18-7-2001 & 24-07-2001, respectively when there was no need of permit for CNG buses.. He has requested for route No.440.

Commissioner (Transport) on the face of the PUC of the operator has observed -

”This owner has two buses. He wants both to ply on the same route. UTT may please see.”

Allotment of route to any bus is beyond the purview of UTT Committee. Hence, the Committee can not recommend any route for the operator.

17 Operator of Bus No.DL-IPA-1356 and DL-IPA-6586 plying on route No.480 (DDA Flats Kalka Ji to Central Secretariat) has requested that this route is highly un-economical. He has requested his route changed to 440, 469, 522 or 460. Commissioner (Transport) on the face of the PUC of the operator has asked the case to be put up before UTT for consideration.

Perusal of the record reveals that this is not a single route (there are 5 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

18. Operator of bus no. DL-1PA-6601, plying on route no.481 (Central Secretariat to Devli Village) has requested that his is a single bus on the route. Perusal of the record also reveals that it is a single bus on the route. However, STA has not received any report from DTC suggesting that it is in fact a single bus route and no DTC bus is plying on this route.

Committee is of the view that STA may first obtain report from DTC; only then the alternate route no. 481 can be decided.

19 Operator of Bus No.DL-IPA-6112 plying on route No.518 (Uttam Nagar to Nizamuddin ) has requested that this route is highly un-economical. He has requested his route to be changed to 724, 753, 588 or 816. Commissioner (Transport) on the face of the PUC of the operator has asked to place the matter before UTT .

Perusal of the record reveals that this is not a single route (there are 3 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

20. Operator of bus no: DL1P 6829, plying on route No.523 (Bhatti Mines to Dhaula Quan ) has requested for change in their route to 502 as their present route is not economical and does not suit her. Starting and destination points of the route

are also at a far of distance from her residence according to them.

However, route No.523 being a rationalized route, and considerable number of buses (15 ) are plying on route, the Committee can not recommend any alternate route for the operator.

.21 Operator of Bus No.DL-IPB 3116 plying on route No.525 (Badar Pur Border to Aya Nagar ) has requested that this route is highly un-economical. He has requested his route to be changed to 544. Commissioner (Transport) on the face of the PUC of the operator has asked the case to be put up for decision before UTT .

Perusal of the record reveals that this is not a single route (there are 15 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

22 Operator of Bus No.DL-IPB 5032 ( belonging to ST category ) plying on route No.568 ( Mangol Puri to Safdar Jang) has requested that this route is highly un-economical. He has requested his route to be changed to 133A or 106A . Commissioner (Transport) on the face of the PUC of the operator has asked the case to be put up for decision before UTT .

Perusal of the record reveals that this is not a single route (there are 11 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

23 The six operators of route no;-308( Uttam Nagar to Delhi Gate) have represented that there route is very similar to route no: 869 ( New Delhi Rly Station to Sant Ghari/Tilak Nagar), where three buses are under operation. Commissioner Transport on the body of the PUC has asked for placing this matter in UTT Committee.

Since both routes are rationalized and serving commuters of different areas and destinations, committee does not any change in the route.

24 Operator of Bus No.DL-IPB 6902 ( belonging to SC category ) plying on route No. 165 ( Anand Vihar Bus Terml. to Sahabad Dairy) has requested that this route is highly un-economical. He has requested his route to be changed to 213A.

Perusal of the record reveals that this is not a single route (there are 13 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

25 Operator of Bus No.DL-IPB 4588( belonging to SC category ) plying on route No. 411( Mori Gate Terml to Ambedkar Nagar Terml..) has requested that this route is highly un-economical. He has requested his route to be changed to 214 (Seema Puri to Kamala Market)

Perusal of the record reveals that this is not a single route (there are 14 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

26 Operator of Bus No. DL-IP 7282 plying on route No. 950( Mangol Puri to Kenderiya Terminal .) has requested that this route is highly un- economical. He has requested his route to be changed to 954.

Perusal of the record reveals that this is not a single route (there are 2 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

27 Operator of Bus No. DL-IPA 1818 presently plying on route No. 507( Dhaula Quan to Okhala Extn..) has requested that this route is highly un- economical. He has requested his route to be changed to 894A ( New Delhi Rly. Station to Okhala ). Perusal of record reveals that the operator was originally having non-rationalized route no: 669 ( Sukhdev Vihar to Dhaula Quan) which was recommend by UTT to be changed to rationalized route no: 468 ( Dhaula Quan to Okhala). On the request operator for review, his route was again

recommended for change to 507, as there was no bus on route no: 468.

Since route no:- 507 is most proximate route to route no: 669 and is also having considerable (six) number of buses, committee does not recommend to change any route for the operator.

28 Operator of Bus No. DL-IPA 5028 plying on route No. 211( Mori Gate to Mayur Vihar, Ph-III.) has requested that this route is highly un- economical. He has requested his route to be changed to 213A

Perusal of the record reveals that this is not a single route (there are 12 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

29 Operator of Bus No. DL-IPB 6011 plying on route No. 202( Anand Vihar to Rly. Station.) has requested that this route is highly un- economical. He has requested his route to be changed to 213A

Perusal of the record reveals that this is not a single route (there are 7 buses on the route). Hence, the Committee can not recommend any alternate route for the operator.

#### **Annexure "D"**

#### **MINUTES OF THE MEETING OF UTT COMMITTEE HELD ON 30.9.2005**

1. List of the members who attended the meeting is at Annexure 'A'.
2. Minutes of the last meeting were approved by the members.
3. In the meeting dated 18.8.2005, while considering the requests of single bus operators, Committee asked STA to first obtain DTC's report before an alternate route is recommended for route nos. 147, 174R, 404, 451, 481 and 792. Now report of the DTC

in this respect has been received vide No.TR/SCH/STA/13/05/531 dated 28.9.05. In view of the report of DTC, Committee recommends following in respect of the aforesaid routes:-

a) Operator of bus No.DL1PB-3790, plying on route No.147 (Tiggipur to Rly. Stn.) had requested for an alternate route no.125. DTC has now informed that one DTC bus is in operation on this route.

Since it is not a single bus on the route, Committee does not recommend any alternate route for the operator.

b) Operator of bus No.DL1PA-7071, plying on route No.174 R (Azadpur to Kanjhawala.) had requested for an alternate route no.957 (Budh Vihar to Shivaji Stadium), 984-A (Avantika to Safdarjung) , 823-A (ISBT to Uttam Nagar). DTC has now informed that no DTC bus is in operation on this route.

However, there are two buses plying on Azadpur to Jonti Border on route No.174.

It is a single bus on the route as route of DTC and private operator is different. However, routes requested by the operator cannot be offered to him as they are not proximate. Instead, committee recommends that either of route Nos. 114 (Qutab Garh to Fatehpuri), 114A (Jaunti Border to Azadpur) or 938 (Azadpur to Tikri Border) can be offered by STA to the operator of bus No.DL1PA-7071.

c) Operator of bus No.DL1PB-5667, plying on route No.404 ( Madan pur Khadar to Rly. Stn.) had requested for an alternate route no. 405 (Badarpur to Rly. Station). DTC has now informed that only a single trip by one bus is made by DTC bus.

Since only one trip is performed by DTC on this route, it may be treated as a single bus on the route

Committee recommends route No.405 (Badarpur to Rly. Stn.) may be offered to the operator of bus No.DL1PB-5667.

d) Operator of bus No.DL1PB-0147, plying on route No.451 (Jantar Mantar to Jaitpur.) had requested for an alternate route no. 460 (Minto Road to Badarpur). DTC has now informed that only a single trip by one bus is made by DTC bus.

Since only one trip is performed by DTC on this route, it may be treated as a single bus on the route. Committee recommends route No. 460 (Minto Road to Badarpur) to the operator of bus No.DL1PB- 0147.

e) Operator of bus No.DL1PA-6601, plying on route No. 481 ( Centt. Sectt. to Devali Village) had requested for an alternate route no.469, 522, 460 or 440. DTC has now informed that no DTC bus is in operation on this route

Since it is a single bus on the route , Committee recommends route No. 460 (Minto Road to Badarpur Border), being the proximate route, to the operator of bus No.DL1PA- 6601.

f) Operator of bus No.DL1PB- 1491, plying on route No.792 ( Mori Gate to Bharthal) had requested for an alternate route no. 729(Mori Gate to Kapashera Border). DTC has now informed that only a single trip by one bus is made by DTC bus.

Since only one trip is performed by DTC on this route, it may be treated as a single bus on the route. However, the route requested by the operator is not a proximate route. Instead, committee recommends route No.790A(Najafgarh to Rly. Station) may be offered to the operator of bus No.DL1PB-1491.

4. Operator of bus No.DL1PA-5966, plying on route No.148 (GTB Nagar to Tikri Khurd) had requested for an alternate route no. 131 or 144. DTC has vide letter No. TR/SCH/13/05/3009 dated 5.8.2005 informed that two DTC buses are in operation on route No.148 plying between Tikri Khurd and Fatehpuri.

It is a single bus on the route as route of DTC and private operator is different. However, the routes requested by the operator are not proximate. Committee recommends that route of the private bus may also be extended upto Fatehpuri to make it a same route as of DTC. to the operator of bus No.DL1PA-5966.

5. Operator of Bus No.DL1PB-1739 plying on route no.876 (Dichao Kalan to Karampura) has stated that his is a single bus on the route. He has requested for extending his route to Rly. Station. DTC vide letter No.TR/SCH/STA/13/04/4963 dated 13.12.2004 has informed that DTC route no.876 is between Dichao Kalan Village and Tilak Nagar with one DTC bus.

Committee is of the view that the request of the operator for extension of route up to Railway Station cannot be acceded to, as STA has already curtailed the similar route No.817 (Najafgarh to Rly. Station) up to Inderlok Metro Station. However, STA may offer the operator to extend his route up to Inderlok Metro Station as the route of operator is single bus rural route. This would make the route economically viable for the operator.

6. Operators of bus No.DL1PB-4688 and DL1PB-4844 plying on route no.214 (Kamla Mkt. To Seemapuri) have stated that there is no parking place at Kamla Mkt. Mandir Dhaam. They have requested that they may be allowed to terminate operation of their buses towards Gate no.2 Ajmeri Gate New Delhi Rly. Station in place of Kamla Market as there is sufficient parking place. DTC has also clarified that they are not operating any buses on route No.214 and their buses on route No.213 and 172 are having termination point up to New Delhi Rly. Station Gate No.2

In view of the clarification given by DTC and the fact that shifting of terminating point from Kamla Market to Gate No.2 New Delhi Railway Station (which is very near) shall help in reducing the traffic congestion, the Committee recommends that the terminating point of the route No.214 may be slightly shifted to Gate No.2 New Delhi Rly. Station as per the request of operator.

Annexure "E"

**MINUTES OF THE MEETING OF UTT COMMITTEE HELD ON 25.10.2005**

1. Operator of Bus No.DL-IPA-7071 operating on route No. 174 R once again requested for review of decision of the UTT Committee on 30.9.2005 wherein committee had recommended route No.114, 114A and 938 as alternate routes for his single bus route. He appeared personally before the committee and requested that one of the route from 957, 984A or 901 may be allotted to him.

The committee reviewed its earlier decision and recommended that route No.901 (Mangol Puri Y Block to Kamla Market) also being proximate to route No.174R may be offered to the operator.

2. Operator of Bus No.DL-IPA-5906 has represented that he is the operator of bus No.DL-IPA-5906 operating his bus on single bus route No.459 (New Delhi Railway Station to Sarita Vihar/Badar Pur). He has requested for change of his route to 894 A (New Delhi Railway Station to Okhla).

Perusal of the record reveals that there is no private bus on the route other than of the operator. DTC vide letter No.TR/Sch./13/05/553 dated 13.10.2005 has also informed that presently only one trip daily is performed by two DTC buses.

Hence, it can be deemed to be a single bus route. Committee recommends that the operator may be offered route No.894A being proximate to route No.459.

3. Operator of bus No.DL-IPA-1818 plying on route No.669 (Sukhdev Vihar to Dhaula Kuan) has again asked for review of the earlier recommendations of UTT Committee. Now, he has requested for route No.479 (Punjabi Bagh to Badarpur Border) or 507A (Munrika to Okhla Extension).

The operator was initially recommended route No.468 (Dhala Kuan to Okhla). Further on the request of the operator for review his route was again recommended for change to 507 (Okha to Dhaula Kuan), as there was no bus on route No.468. The committee is of the views that route No.507A may be considered to be given to the operator, being a proximate route to route No.669.

4. Operator of bus No.DL-IPB-5354 plying on route No.9316 (New Delhi Railway Station to GTB Hospital) has requested for review of earlier decision of the UTT Committee and grant him route No.214A.

However, the operator has not given any details of the previous route recommended by UTT Committee, in the absence of which committee could not give any recommendations.

5. Operator of bus No.DL-IPB-3131 plying on route No.9966 (Khanpur to ISBT) has requested for route No.423 (Mori Gate to Devli Village)

However, perusal of the record reveals that the operator has already been recommended route No.449 (Railway Station to Ambedkar Nagar) which should be implemented by the STA.

6. Operator of Bus No.DL-IPA-6907 operating on route No.1301 (Mayur Vihar Phase-II to Shakur Pur Colony) has requested to review the earlier decision of the UTT Committee, wherein the committee had recommended route No.361 (Rohini Section-1 to Noida Sector-32). He has requested for grant of Route No.118 (Mayur Vihar Phase-III to Mori Gate).

Committee is of the opinion that route No.118 is not proximate to route No.1301. Hence, request of the operator cannot be acceded to.

7. Operators of route No.405 (Azad Pur to Badarpur Border) appeared before the committee and informed that this route has been curtailed upto Mori Gate by DTC due to commencement of Vishwavidalaya to ISBT Corridor of the Metro. The representatives of DTC also confirmed this fact. The operators requested that their route may also be curtailed upto Mori Gate.

Committee recommends that private operators may also be allowed to operate on the revised route i.e. Mori Gate to Badarpur Border as being operating by DTC.