

Excise Rules, 1944 -

(i) G S R 447(E) published in Gazette of India dated the 1st May, 1987 together with an explanatory memorandum regarding exemption to polypropylene staple fibre and tow and tops from the duty of excise as in excess of amount calculated at the rate of rupees seven per kilogram

(ii) G S R 451(E) published in Gazette of India dated the 4th May 1987 together with an explanatory memorandum regarding exemption to Monoethylene Glycol from the whole of the duty of excise leviable thereon subject to certain conditions specified in the notification [Placed in library See No LT 4450/87]

- (4) A copy of the Consolidated Report (Hindi and English versions) on the working of Public Sector Banks for the year ended the 31st December, 1985 [Placed in library See No LT-4451/87]

11.17 hrs.

MOTOR VEHICLES BILL*

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) I beg to move for leave to introduce a Bill to consolidate and amend the law relating to motor vehicles

MR SPEAKER The question is

That leave be granted to introduce a Bill to consolidate and amend the law relating to motor vehicles "

The motion was adopted

SHRI RAJESH PILOT I introduce the Bill

MATTERS UNDER RULE 377

[English]

- (i) **Need to open an Office of Commissioner of Income Tax at Thane or bring Thane area under the jurisdiction of Income-Tax Commissioner, Bombay**

11.18 hrs.

SHRI S G GHOLAP (Thane) Though the Thane district is just adjacent to Greater Bombay it is attached to the office of Income Tax Commissioner at Pune and not to the office of Income-Tax Commissioner at Bombay which is within 35 Kms. This is causing avoidable inconvenience to the income tax payers at Thane district

Thane is very closely linked with Bombay city in several spheres of its activities. Most of the industries in Thane are either controlled by or closely linked with the industries and business in the Greater Bombay city. Thane district houses a very large number of ancillary and subsidiary industries of Greater Bombay. The interaction between the trade, commerce and industry of Greater Bombay and of the various towns in Thane district is so deep that Greater Bombay and Thane constitute more or less a single commercial and industrial zone.

The entire Thane district is very closely connected by rail and road with the Bombay city. Tax payers in the various cities in Thane district can reach Bombay by suburban electric train or bus, in about an hour. They practically lose a day going up to Pune. In fact, the tax payers of Bhayandar, Dahanu, Bassin and Palghar etc. in Thane district which are on the Western Railway have to come to Bombay first, and then proceed to Pune by Central Railway,

* Published in Gazette of India Extraordinary Part II Section 2, dated 11.5.1987