

AMENDMENTS TO CENTRAL SALES TAX
RULES etc.

The Deputy Minister in the Ministry of Finance (Shri Rameshwar Sahu): Sir, I beg to lay on the Table a copy each of the following Notifications:—

- (1) GSR 1356 dated the 26th September, 1964, as corrected by GSR 1619 dated the 14th November, 1964, making certain further amendment to the Central Sales Tax (Registration and Turnover) Rules, 1957, under sub-section (2) of section 13 of the Central Sales Tax Act, 1956.
- (2) The Central Excise (Eleventh Amendment) Rules, 1964, published in Notification No. GSR 1616 dated the 14th November, 1964 under section 38 of the Central Excises and Salt Act, 1944.
- (3) GSR 1641 dated the 21st November, 1964, under section 159 of the Customs Act, 1962.

[Placed in Library. See No. LT-3531/64].

12.42 hrs.

MINERAL OILS (ADDITIONAL
DUTIES OF EXCISE AND CUSTOMS)
AMENDMENT BILL—contd.

Mr. Speaker: The House will now take up further consideration of the Bill further to amend the Mineral Oils (Additional Duties of Excise and Customs) Act, 1958. Out of one hour allotted, 20 minutes have already been taken.

Shri Narendra Singh Mahida (Anand): Mr. Speaker, yesterday I was referring to motor spirits. I want to bring to the notice of the hon. Minister the tax on petrol which is quite high and severe. The basic cost of petrol with wharfage and commission amounts to .85 rupees per gallon

whereas the duty and sales tax on this one gallon comes to Rs. 2.14. So, the tax on petrol is more than two and a half times the basic cost of petrol. As a consequence of this, India has almost ceased to manufacture petrol engined commercial vehicles altogether. Yesterday I was developing this point about the high rate of taxation on petrol without any corresponding return to the road users.

I was stressing that there are ample examples to show that in our country though the taxation is high, sufficient amount is not spent on roads. Here I would like to refer to the Road Development Fund, with special reference to the State of Gujarat. I have before me an article which mentions that Gujarat has fewer roads than even Assam and Orissa. Assam has reached 35 per cent of the Nagpur Plan target and Orissa 33 per cent. In the case of Gujarat it is only 23 per cent whereas West Bengal has reached 120 per cent. That article which I have mentioned says:

"That the State of Gujarat is badly deficient in the matter of road transport hardly needs any emphasis. With the legacy of deplorable road condition and considerable deficit in road mileage, Gujarat has a heavy task to perform to improve the existing roads as well as to construct new roads. While the country as a whole has exceeded its target of mileage of road laid down under Nagpur Plan by about 14.2 per cent and has embarked upon a new 20-year road plan, Gujarat State, even at the end of the Third Plan is expected to be short by 35 per cent of its Nagpur Plan targets."

This is an article in *Organiser* dated 19-12-1964. Gujarat may be rich in business ideas, but is very poor in the matter of road development. So my plea to the hon. Minister is that more