

Unit No. II. After taking over from the suppliers on 23rd February, 1962, the unit was shut down on two occasions, on account of leakage of the mixing valve of surface attemperator, and accidental fire.

(c) As a measure of precaution, the three units are run on nominal rating of 75 MW each. However, in the case of Bokaro (IV unit), it has, at present, been limited to 65 MW, pending adjustments and full rectification.

(f) Does not arise.

Uniform Tax on Motor Vehicles

818. Dr. L. M. Singhvi: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is proposed to introduce uniform tax on motor vehicles throughout the country; and

(b) if so, what steps are being taken in the matter?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b): The Government of India had been trying to persuade the State Governments to agree to—

(i) a ceiling on motor vehicles taxation at 75% of the prevailing rates in Madras State; and

(ii) consolidation of all the existing taxes (direct and indirect) on motor vehicles into one tax to be collected through a single agency.

2. Subsequently, in pursuance of a recommendation of the Transport Development Council made in March, 1960, it was decided that the question of fixing a ceiling on motor vehicles taxation need not be pursued, for the present.

3. As regards consolidation of taxes, the matter was discussed at the meetings of the Road and Inland Water Transport Advisory Committee and the Transport Development Council held in 1961. It was generally felt that the taxes on goods and passengers were not strictly taxes on vehicles and, therefore, their consolidation with the motor vehicles tax was not necessary. It was, however, agreed that there should be a single agency for the col-

lection of the motor vehicles tax and the taxes on passengers and goods carried in them. In regard to octroi duties, it was agreed that these should be abolished in the interests of development of road transport. The State Governments/Union Administrations concerned have, therefore, been requested to examine the manner in which the local bodies can be compensated for the consequent loss of revenue and the legislative measures, if any, required for this purpose, in consultation with those interested in the problem of local finance.

D. V. C. Canal

819. Shri Karjee: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that five square miles of arable land was over flooded due to a big crack on the left embankment of the main D. V. C. canal on the 19th July, 1962, near village Amirpur-Chitpur;

(b) what is the cause of the crack;

(c) whether it is a fact that water supply by that canal was started only on the 15th July, 1962;

(d) whether the embankment has been repaired; and

(e) whether any step has been taken to avoid such danger in future?

The Minister of State in the Ministry of Irrigation & power (Shri Alagesan):

(a) to (e): The information is being collected and will be laid on the Table of the House.

National Shipping Board

820. Shri Yashpal Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether a meeting of the National Shipping Board was held on the 8th July, 1962;

(b) if so, the decisions taken therein?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A meeting of the National Shipping Board was held on the 7th July, 1962.

(b) It is understood that the main decisions taken by the Board at the meeting were as follows:—