

[Sh. Vasant Sathe]

ber can move that the House be extended by three hours up to 9.30 PM to discuss the CAG report. (*Interruptions*)

MR. CHAIRMAN: I have heard both sides. When the motion for extension was taken up, the lobbies were cleared. But the Opposition Members came to the well of the House. So, the division could not take place. So, the motion was carried by voice vote. That decision is corroborated by subsequent conduct of the House. Even if the Private Members' Bills started at 3.30 or 4.00 or 5.30, the time of the House is only up to 6.00. For the conduct of the House, we followed the earlier procedure and continued the discussion on Private Members' Business till 6.23 PM. The decision is already carried out. Now there is no fresh point before this House.

18.35 hrs.

DELHI MOTOR VEHICLES TAXATION
(AMENDMENT) BILL - *Contd.*

[*English*]

MR. CHAIRMAN: The House shall now take up further consideration of the Delhi Motor Vehicles Taxation (Amendment) Bill.

Shri Rajesh Pilot.

"(At this stage, Shri Satyagopal Misra and some other hon. Members came and stood near the Table)"

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Sir, the Delhi Motor Vehicles Taxation Act, 1962 is the principal instrument through which taxes are imposed on motor vehicles in the union Territory of Delhi. Under the provisions of this Act, Delhi Administration levy and collect taxes on quarterly, half-yearly and yearly basis. During the past few years, there has been spectacular growth in vehicles population. The

vehicles registered in Delhi have increased from 5.36 lakhs in March 1981 to 14.65 lakhs in March, 1989. For collection of taxes with frequent periodicity for such a large number of vehicles, Delhi Administration has been making elaborate arrangements each year through banks, post-offices and its own counters to effect realisation of road tax. The arrangements made year after year have been found to be not fully adequate. Thus, tax payers are put to inconvenience. (*Interruptions*)

Transport Development Council, which is an apex advisory body on Roads and Road Transport, in its meeting held in 1986 and in subsequent meetings repeatedly recommended for adoption of a system of one time lump-sum tax in respect of personalised vehicles to mitigate the difficulties of tax payers and also ensure cent per cent tax realisation.... (*Interruptions*)

A system of levying and collecting one-time tax in respect of personalised vehicles like scooters, cars etc. has already been operative in the States of Rajasthan, Uttar Pradesh, Union Territories of Chandigarh, Punjab, Karnataka, Andhra Pradesh, Maharashtra, Madhya Pradesh, Gujarat, Goa and Pondicherry. Other States are also processing the matter for amending their respective Motor Vehicles Taxation Acts to introduce lump-sum one-time tax on personalised vehicles.. (*Interruptions*)

Delhi Administration, with the recommendation of the Metropolitan Council, has accordingly proposed to amend the Delhi Motor Vehicles Taxation Act, 1962 and the present Bill namely, Delhi Motor Vehicles Taxation (Amendment) Bill, 1989 is aimed to introduce a system of one-time tax in respect of non-transport vehicles in Delhi. The basic principle adopted in this Bill for computing the lump-sum tax is the charging of one-time tax equivalent to annual tax for 10 years to be paid at the time of registration of vehicles itself. The care has also been taken that (a) the owner of a vehicle already registered would require to pay the tax in lump-sum only on proportionate basis, (b) that there is

a provision for making refund whenever there is a temporary as well as permanent non-use of vehicle and when the vehicle is transferred from Union Territory of Delhi to the other State (*Interruptions*)

The proposal would suit the convenience of the tax payers and in addition would lead to reduce the administrative cost of collection of tax which is to be incurred by Delhi Administration each year. (*Interruptions*)

With these words, Sir, I now move the motion that the Bill may kindly be taken into consideration. (*Interruptions*)

MR. CHAIRMAN: Does any Member want to speak? I find none.

The question is:

"That the Bill further to amend the Delhi Motor Vehicles Taxation Act, 1962, be taken into consideration."

The Motion was adopted

"(At this stage Shri C. Madhav Reddi and some other hon. Members Left the House.)"

MR. CHAIRMAN: The House shall now take up Clause-by-Clause consideration of the Bill.

The question is:

"That Clauses 2 to 6 stand part of the Bill."

The motion was adopted

Clauses 2 to 6 were added to the Bill

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted

Clause 1, the Enacting Formula and the Long Title were added to the Bill

(Interruptions)

SHRI RAJESH PILOT: Sir, it is one of the finest Bills to remove the burden of the citizens. I am very happy that the House is unanimously passing this Bill. I beg to move:

"that the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted

MR. CHAIRMAN: The House stands adjourned to re-assemble on Monday, the 24th July, 1989 at 11.00 a.m.

18.40 hours.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, July 24, 1989/ Shrawana 2, 1911 (Saka)