

[Shri Narayanasamy] -

the recovery of these loans started, because the banks have to recover the loans to recycle the money for the purpose of giving the benefit to the farmers for the ensuing period, unfortunately the political leaders, especially the CPI(M) leaders in rural West Bengal and the CPI(M) leaders in the Government have launched a propaganda that these amounts need not be paid by the farmers. On account of that, the recovery which was 80% and 85% has come down to 33% and 36% respectively. Ultimately what the West Bengal Government will do, when next time the banks will refuse to advance loans, is to blame the Central Government for this. But the fact of the matter is that the State Government is not cooperating with the bank officials in this respect. Why I am saying this is because, at the State level Banking Committee meeting which was held and at which the State Government representatives were present, the officers had categorically said to the State Government that they should cooperate in recovering their money so that it could be paid to farmers in the next season. But the State Government officials refused to do so. Apart from this, the saddest part of it is that the State administration is not cooperating in organizing meeting at block level and panchayat level to recover the money from the farmers. This is very peculiar. The State Government is not coming forward to help the farmers even during the next season. Therefore, Sir, I urge upon the Central Government to issue directions to the State Government to cooperate with the bank officers to recover the money so that it would be useful for the farmers in future—(Interruptions) I condemn the attitude of the State Government in not cooperating with the bank officers in recovering the money. Thank you, Sir.

(Interruptions)'

SHRI SUNIL BASU BAY (West Bengal): Sir, I join issue with him. ■ (Interruptions)..

SHRIMATI KANAK MUKHERJEE (West Bengal): Does he understand the subject?

(Interruptions)

AN HONOURABLE MEMBER: He is talking all nonsense.

SHRIMATI KANAK MUKHERJEE: He does not understand the subject.

[The Vice-Chairman (Shri V. Narayanasamy) in the Chair]

SHRI RAOOF VALIULLAH: (Gujarat): Sir, may I congratulate you for taking the Chair?

THE VICE-CHAIRMAN (Shri T. NARAYANASAMY): ■ Thank you.

SHRI M. A. BABY: (Kerala): Or, we have to say something about the Special Mention of Mr. Narayanasamy.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): The Vice-Chairman, Mr. Desai, ruled it out. Therefore I can't allow you.

#### **Need to sanction Gas-based Power Stations in Gujarat**

SHRI RAOOF VALIULLAH: (Gujarat): Mr. Vice-Chairman, Sir, the Government of Gujarat have represented to the Government of India to clear gas-based power projects, in the State of Gujarat. The Chief Minister of Gujarat has, in a memorandum on the "Use of gas from Gandhar fields", stated that allocation of gas from Gandhar fields for various priority sectors is critically required for agricultural, industrial and economic development of Gujarat.

Sir, Gujarat is specially endowed with large reserves of natural gas and these have been definitely identified

at Gandhar in Bharuch district, and equally large reserves have been positively indicated in the Tapti basin. In addition to this, gas reserves have also been discovered at various other places in the State. It is an accepted principle that power generation should take place at the point where resources are available. Therefore, power stations should be allowed to come up in the State of Gujarat, based on natural gas which is abundantly available in the State.

Sir, the memorandum submitted to the Government of India brings out the need for allocation of gas for various projects which are techno-economically feasible and deserve to be accorded very high priority. According to revised projections, the quantity of gas available in Gandhar is likely to be five million cubic metres per day (MCMD) by 1992-93. In another 10 years the production would be in the range of 12—15 MCMD. The State Government has suggested that one gas based power project of 600 megawatts be implemented in the State sector by the Gujarat State Electricity Board while implementing the second in the Central sector by the NTPC, also of 600 megawatts. The State Government has also put forward a proposal for a 750 megawatt gas-based power project at Pipavav in Saurashtra.

Sir, since the Government of India has decided to transport large quantities of gas through the HBJ pipeline to meet the requirements for various fertilizer and other projects being set up in Rajasthan, Punjab, U.P., etc., the proposals put forward by the Gujarat Government were not favourably considered by the Union Government. This, understandably, resulted in considerable disappointment and frustration amongst the people of Gujarat. It was also feared that for want of adequate energy input, the development of the State would be seriously affected. Therefore, there is

an urgent and imperative need for meeting the growing requirements of Power in the State. The deficit in power demand and supply would increase to 1,000 megawatts at the end of the Seventh Plan and would increase to staggering 2,270 megawatts at the end of the Eighth Plan. I would, therefore, urge upon the Ministries of Energy, Petroleum and Natural Gas, Environment and Forests and the Planning Commission to immediately clear all the pending projects of gas based power stations in Gujarat.

SHRI YASHWANT SINHA (Bihar):

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): That will not go on\* record.

SHRI ROOF VALIULLAH: For his knowledge I would like to tell you that the Janata Dal in Gujarat is going to break the HBJ pipeline in Gujarat.  
(Interruptions)

SHRI ASHIS SEN (West Bengal): Sir, I would like to speak on what Mr. Narayanasamy has said. I think you will not rule it out. You must give me permission for three minutes.

THE VICE-CHAIRMAN (Shri V. Narayanasamy): No, three minutes will not be given. You can take one minute.

SHRI ASHIS SEN: All right. Sir, I was amused by the statement made by Mr. Narayanasamy because either he had been in that meeting of the bankers and the State Government officials, only then he would have known the facts. If that not be so, then Mr. Narayanasamy has been banking upon the facts and materials which are far from truth.

-SHRI RAOOF VALIULLAH: He was also banking upon me. (Interruptions)

\*Not recorded..

DR. R. K. PODDAR (West Bengal): He has only one minute. Don't take it away. Why are you disturbing?

SHRI RAOOF VALIULLAH: (Inter-Eruptions) You just see the record, (Interruptions)

SHRI ASHIS SEN: I say either Mr. Narayanasamy has been depending on the materials which are not factual or he must be making certain conjectures. I say this because I am associated with the banking institution employees organisations. I know it for certain that there were meetings between the State Government officials and the bank officers where the bank officers did not like to extend the hand of cooperation. It is through the efforts of the Finance Minister there that he has succeeded in persuading the bankers to come forward. It is not a question that there is no cooperation from the State Government for the recovery of the loans, but Mr. Narayanasamy's statement, I am very much worried, looks as if he is trying to drive a wedge between the bankers in the State of West Bengal and the State Government officials, whereas the Finance Minister there is trying to bring them together. If that be so, I would only call Mr. Narayanasamy's statement a sinister one. He should retrace from what he has stated.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY)- I will convey your points to Mr. Narayanasamy.

Now, -we will take up the Delhi Motor Vehicles Taxation (Amendment) Bill, 1989.

#### DELHI MOTOR VEHICLES TAXATION (AMENDMENT) BILL, 1989,

THE VICE-CHAIRMAN (Shri V. Narayanasamy Shri Rajesh Pilot to move the motion for consideration of life Delhi Motor Vehicles Taxation

(Amendment) Bill, 1988 as passed by the Lok Sabha.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJISH PILOT): As a part of rationalisation of the motor vehicle taxes, the Transport Development Council, which is an apex advisory body on road and road transport in its meeting held in 1988 and in its subsequent meetings recommended to the State Government/OT administrations the adoption of a system of one-time lumpsum taxes in respect of personalised vehicles to mitigate the difficulties of tax-payers and also ensure cent-per-cent tax realisation.

A system of levying and collecting one time tax in respect of personalised vehicles like scooters and cars has already been operative in the States of Rajasthan, Uttar Pradesh, Punjab, Karnataka, Andhra Pradesh, Maharashtra, Madras, Gujarat, Goa the Union Territories of Chandigarh and Pondicherry. Sir as for the Union Territory of Delhi, the Delhi Motor Vehicles Taxation Act, 1962 is the principal instrument through which taxes are imposed on motor vehicles. Under the provisions of this Act, the Delhi Administration levy and collect taxes on quarterly, half-yearly and yearly basis. There has been a spectacular growth in the vehicle population in Delhi and 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 the Delhi Administration has been making elaborate arrangements each year through banks, post offices and its own counters. Nevertheless, the arrangements year after year have not been found fully adequate and thus tax payers are put to inconvenience. Mr. Vice-Chairman, Sir, in order to remedy the situation, the Delhi Administration, with the recommendation of the Metropolitan Council has accordingly proposed to amend the Delhi Motor Vehicles Tax-