Twitter Thread by Sai Akash | ■■■■ ■■■■■



Sai Akash | ■■■■ ■■■■■
@Akash_NSA

Fuel prices are sky rocketing..
As usual the libbi gang is spreading propaganda that modi govt is taxing common man more to fill its coffers..lets look at the issue deeply..■
(1/n)



If x is the fuel price per litre..
A+B+C+D=x
A-Base price
B-Central Tax
C-State Tax
D-Dealer Commission

Her is how it is calculated ■
(2/n)

	Petrol Price Calculation*	Diesel Price Calculation *
Basic OMC Cost Calculation		
Crude Oil including Ocean Freight	Rs 23.9 per Litre	Rs 23.9 per Litre
Refinery Processing + Refinery Margins + OMC Margin + Freight Cost, Logistics	Rs 3.84 per Litre	Rs 4.76 per Litre
Fuel Price after Processing *(Ready to send to Petol Pump)*	Rs 27.74 per Litre	Rs 28.66 per Litre
Central Government Taxes & Dealer Commission		
Additional: Excise Duty + Road Cess as Charged by Central Government	Rs 32.98 / Litre on Petrol	Rs 31.83 / Lit on Diesel
Commission to Petrol Pump Dealers	Rs 3.67 per Litre	Rs 2.53 per Litre

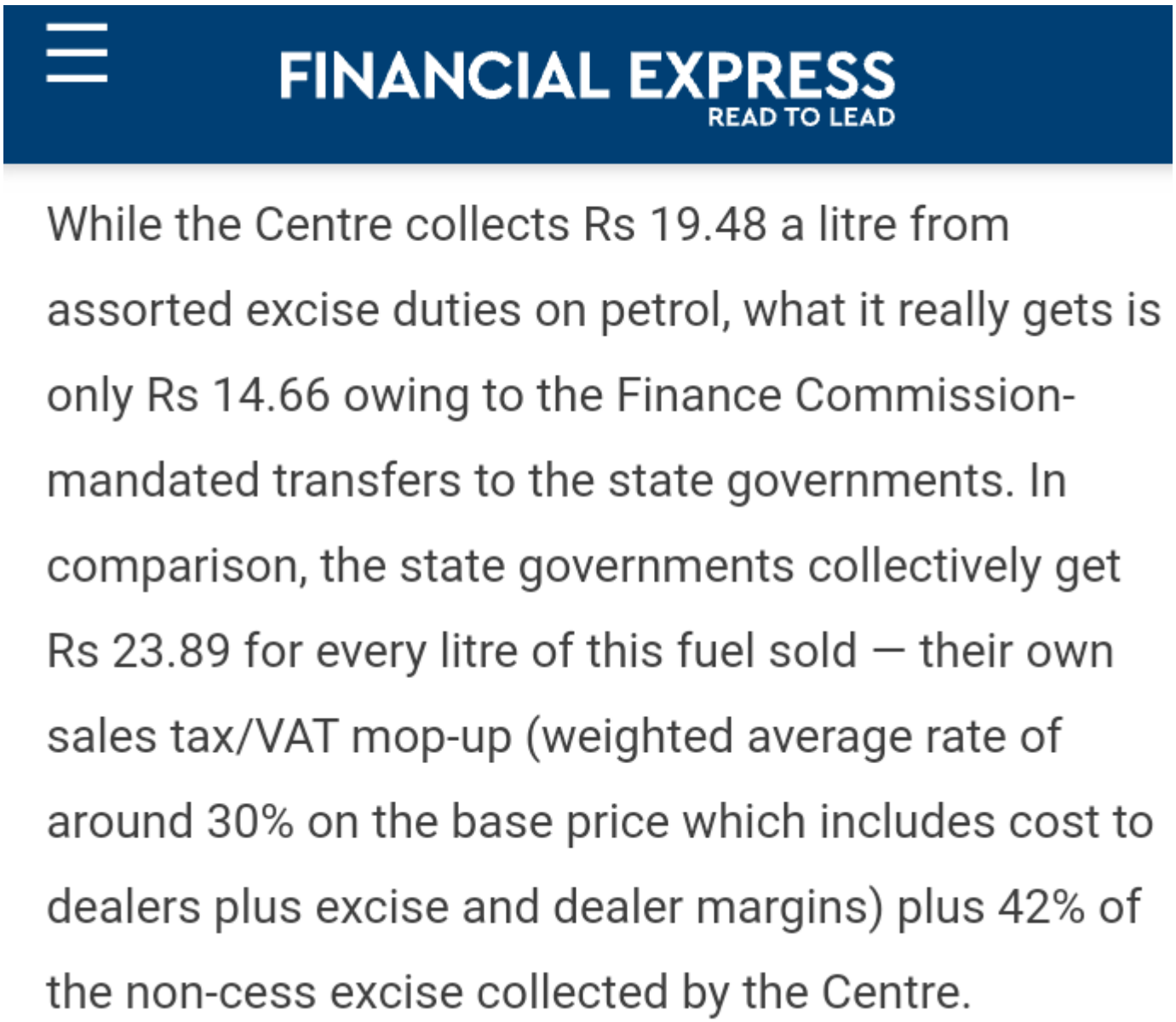
Central tax i.e. Excise duty stands at 32.98
Diff state govts have diff levels of state taxs i.e.VAT..(pic 1)

Now the allegation that "modi is the reason for increased taxes" is wrong.. because even state govts r increasing the taxes..(pic 2 of Delhi)
(3/n)

Statement showing the Actual rates of State taxes on 'Petrol'		
State/UT	**State Tax on Petrol**	
States	**Sales Tax/VAT**	**Total State Tax**
Maharashtra – Mumbai, Thane & Navi Mumbai	26% VAT+ Rs.10.12/Litre additional tax	26.86
Maharashtra (Rest of State)	25% VAT+ Rs.10.12/Litre additional tax	26.22
Madhya Pradesh	33 % VAT + Rs.4.5/litre VAT+1%Cess	25.96
Manipur	36.50% VAT	25.00
Andhra Pradesh	31% VAT + Rs.4/litre VAT+Rs.1/litre Road Development Cess and Vat thereon	24.96
Rajasthan	36% VAT+Rs 1500/KL road development cess	24.68
Tamil Nadu	15% + Rs.13.02 per litre	22.68
Telangana	35.20% VAT	22.67
Karnataka	35% sales tax	22.54
Nagaland	29.80% VAT or Rs. 18.26/litre whichever is higher +5% surcharge + Rs.2.00/Litre as road maintenance cess	22.15
Assam	32.66% or Rs.22.63 per litre whichever is higher as VAT	21.03
Odisha	32% VAT	20.60
Kerala	30.08% sales tax+ Rs.1/litre additional sales tax + 1% cess	20.56
Jammu & Kashmir	24% MST+ Rs.5/Litre employment cess, Reduction of Rs.0.50/Litre	19.95
Delhi	30% VAT	19.32
Punjab	Rs.2050/KL (cess)+ Rs.0.10 per Litre (Urban Transport Fund) +24.79% VAT+10% additional tax on VAT	18.27
Chhattisgarh	25% VAT + Rs.2/litre VAT	18.10
Jharkhand	22% on the sale price or Rs. 17.00 per litre , which ever is higher + Cess of Rs 1.00 per Ltr	18.00
Ladakh	24% MST+ Rs.5/Litre employment cess, Reduction of Rs.2.5/Litre	17.95
Uttar Pradesh	26.80% or Rs 18.74/Litre whichever is higher	17.26
West Bengal	25% or Rs.13.12/litre whichever is higher as sales tax+ Rs.1000/KL cess- Rs.17/KL exemption (20% Additional tax on VAT as irrecoverable tax)	16.93
Haryana	25% or Rs.15.62/litre whichever is higher as VAT+5% additional tax on VAT	16.90
Bihar	26% or Rs 16.65/Litre whichever is higher (30% Surcharge on VAT as irrecoverable tax)	16.74
Tripura	25% VAT+ 3% Tripura Road Development Cess	16.58
Goa	25% VAT + 0.5% Green cess	16.18
Himachal Pradesh	25% or Rs 15.50/Litre- whichever is higher	16.10
Uttarakhand	25% or Rs 19 Per Ltr whichever is greater	16.10
Chandigarh	Rs.10/KL cess +22.45% or Rs.12.58/Litre whichever is higher	15.46
Gujarat	20.1% VAT+ 4% Cess on Town Rate & VAT	13.46
Source : PPAC : Table Posted: (1.2.2021) (As per details provided by OMCs)		

Again out of the tax collected by the central govt a large share is given to the state govts..42% of central tax r shared with states according to 14th Finance Commission.

This calculations is from 2018 charges..■
(4/n)



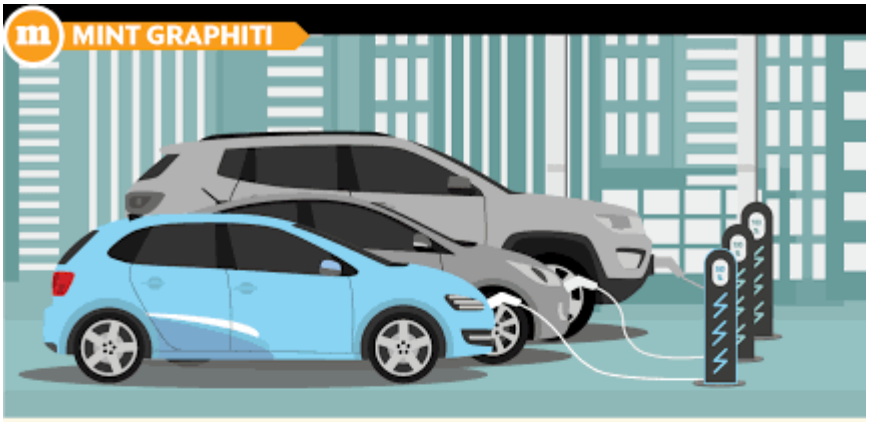
Bringing petroleum under GST which will reduce prices is opposed heavily by the state govts as they will loose a major chunk of their revenue..
Modi promised to bring Natural gas under GST. Hope it happens after the completion of National gas grid.
(5/n)



Alternative-
govt,EV cos & customers should co-operate with each other to create a market for EVs in India &invest in R&D before situation aggravates. Yes it is not an immediate solution but definitely helpful in longterm

It reduces the burden of both citizens & the planet
(6/n)

MINT GRAPHITI



Building the momentum

The government has been urging the automakers and component manufacturers to invest in development of EVs, and has also sanctioned an outlay of ₹10,000 crore to promote adoption of electric mobility.

Components of EV ecosystem

DEMAND SIDE FACTORS

SUBSIDIES and incentives including fiscal and non-fiscal incentives like registration tax, grants, tax waive-offs, buyback of old vehicles, free parking etc.

DEMAND aggregation like bulk procurement

SUPPLY SIDE FACTORS

MANUFACTURING incentives like provision of land at subsidized rates, tax holiday, special zones

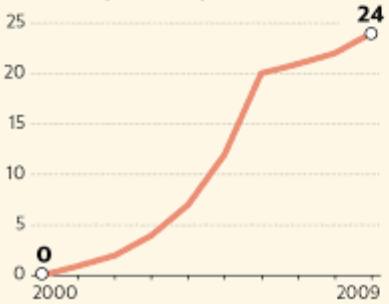
ACCELERATED research and development promoted industry partnerships

ENABLERS

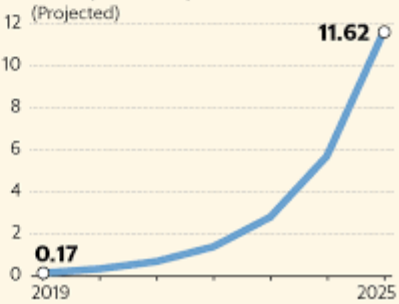
CHARGING infrastructure, institutional mechanisms, technology, financial mechanisms, policy framework

Electric two-wheeler potential

Electric two-wheeler growth in China (in million)



Electric two-wheeler growth in India (in million)



Source: Automotive Component Manufacturers Association of India (ACMA) and Roland Berger