

SHRI JYOTIRMOY BOSU: Would you like to examine the tape? I have asked the specific question.

MR. SPEAKER: Shri Venkataraman.

SHRI R. VENKATARAMAN: The hon. Minister is aware of several resolutions passed by the United Nations calling on nations to boycott all trade with South Africa. May I ask whether, in view of the strong attitude you have followed, you are going to impose a ban on those banks which are having dealings with South Africa, from having their branches and transactions in India?

SHRI SAMARENDRA KUNDU: As I said no foreign bank located in India can sanction loan to another country.

MR. SPEAKER: His question is that banks which have branches here would give it to other branches; will you close such banks in India? It is a policy question.

SHRI SAMARENDRA KUNDU: These banks are not new; they have been there for thirty years.

SHRI VASANT SATHE: Is it the answer? We are not asking you to give a commitment immediately; you say: I will consider.

SHRI R. VENKATARAMAN: I am not saying that you should do it immediately.

MR. SPEAKER: I am sure the hon. Minister will consider it.

SHRI VASANT SATHE: Let him answer.

MR. SPEAKER: When I say that, he has to consider.

SHRI VASANT SATHE: The commitment must be from the Government as to what is going to be their attitude. This is in keeping with our longstanding policy. What embarrassment do you have to say that you will consider this? Say so.

MR. SPEAKER: Have you any answer?

SHRI SAMARENDRA KUNDU: The hon. member Mr. Sathe and others need not be agitated over this. These matters are constantly discussed and we always pursue a policy of providing effective sanction under Chapter VII of the UN Charter. On this specific issue what the Government's attitude will be should be taken from the total aspect of the movement against apartheid (*Interruptions*)

MR. SPEAKER: Next question.

Wagons held up in Calcutta Area

*902. **SHRI K. RAMAMURTHY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that as on the 20th January, 1978 more than 5,500 wagons loaded with various commodities were held up in the Calcutta area for want of unloading by traders; and

(b) the steps being taken by the Railways to have better turn-round of wagons from Calcutta area?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI SHEO NARAIN): (a) No, Sir.

(b) A statement showing the steps taken is laid on the table of the House.

Statement

1. In order to curb the tendency of the trade to delay the release of wagons and use them as godowns the rates of demurrage charge have been made sufficiently deterrent and anti-telescopic. On the basis of the existing rates i.e. 25p. per tonne per hour for the first 24 hours, 30 p. per tonne per hour for the next 24 hours and 40 p. per tonne per hour for the subsequent

24 hours and after—the demurrage charge payable on a BG 4 wheeled wagon of 22.4 tonne carrying capacity works out to Rs. 134.40 at the end of the 1st day i.e. 24 hours, Rs. 295.60 at the end of the 2nd day i.e. 48 hours and Rs. 510.72 at the end of the 3rd day i.e. 72 hours after the expiry of free time. Besides the normal rates, the Zonal Railways are empowered to charge still higher rate of demurrage of 60p. per tonne per hour, 48 hours after displaying a notice on the Notice Board.

2. Increase in wharfage charges with effect from December, 1972. The wharfage payable on a wagon load of general goods amounts to Rs. 112 for the first day, Rs. 246 for the second day and Rs. 470 for the third day and thereafter.

3. In order that the release of wagons is not delayed on account of consignments already unloaded, not having been removed in time and causing congestion in the godowns, the following steps have been taken:—

(a) Serving of removal notice on consignees/consignors in terms of sections 55/56 of the Indian Railways Act, 1950;

(b) where the consignees fail to unload wagons, railway administrations themselves arrange to unload the consignments and collect the unloading charges from the consignees before effecting delivery;

(c) the amendment of the Indian Railways Act to reduce the period of liability of the railway as a bailee from 30 days to 7 days.

(d) Disposal of goods not removed within 7 days after termination of transit by public auction at

certain nominated stations like Howrah, Shalimar, Chitpur and Cossipur Road.

(e) Disposal of essential commodities not removed within 7 days after termination of transit at certain nominated stations either by handing over to the Government Agencies or by public auction.

(f) Wharfage charge has been reimposed on Sundays at important stations from February, 1979.

SHRI K. RAMAMURTHY: Even though this question is particularly about the stagnation of 5500 wagons in the Calcutta area, the most important question is about wagon movement in the whole country. The Government is claiming 11 per cent industrial growth and at the same time the Energy Minister said that he is not able to get enough wagons to move coal from the coal belts to other areas. I have gone through the statement very carefully. I want to know whether it is a fact that due to shortage of wagons, the movement of essential commodities, particularly coal, is stagnant and what steps the Government are to going to take in this regard.

SHRI SHEO NARAIN: The question does not concern coal. If you permit me I will read out the question. The question is not relevant.

SHRI VASANT SATHE: It is for you, Sir, to decide whether it is relevant or not. (Interruptions).

MR. SPEAKER: The Question Hour is over.