

**Request for prioritization and funding of the Itarsi-Tuticorin  
Railway Corridor Scheme**

SHRI N. CHANDRASEGHARAN (Tamil Nadu): Hon. Deputy Chairman, Sir, I would like to bring to the attention of the hon. Minister of Railways the need for a separate railway corridor to transport manufacturing goods and raw materials from Itarsi in Madhya Pradesh to Tuticorin in Tamil Nadu *via* Vijayawada. The scheme was announced by the former Railway Minister, Shri Lalu Prasad, on the floor of Parliament. Along with this, two other schemes were also announced and completed with the help of the World Bank and the Bank of Japan. However, the corridor from Itarsi to Vijayawada, which should extend up to Tuticorin, has not yet been started. Tamil Nadu is a major manufacturing State and including the scheme in the Budget would greatly benefit its industrial development. This scheme has been assured. I do not understand why it is being delayed. Our former Chief Minister of Tamil Nadu and the present State Assembly Opposition Leader, hon. Edapaddi Palaniswami, has also consistently urged the Central Government to extend this scheme. Therefore, I request the hon. Minister of Railways to line up this scheme, allocate sufficient funds, expedite its implementation and support the industrial development of Tamil Nadu. I thank you for giving me the opportunity to speak on the funding of the Itarsi-Tuticorin Railway Corridor scheme. Thank you.

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the Zero Hour matter raised by the hon. Member, Shri N. Chandrasegharan: Dr. John Brittas (Kerala), Shri M. Mohamed Abdulla (Tamil Nadu), Dr. V. Sivadasan (Kerala), Shri P. Wilson (Tamil Nadu), Dr. Sasmit Patra (Odisha), Dr. Sasmit Patra (Odisha) and Shri S. Selvaganabathy (Puducherry).

**Demand to design new electrical grids and sufficient charging points  
for electrical vehicles**

SHRIMATI SUDHA MURTY (NOMINATED): Sir, I thank you for giving me a chance to speak. There is a saying, शुभास्ते पन्थानः सन्तु। It means, 'Oh traveler, when you are traveling, everything should go well'. With beautiful roads from the Department of Transport under Mr. Nitin Gadkari, we are all enjoying the great network of India. But there is a small problem in that. He himself said that 40 per cent of pollution comes from road transportation. So, this is time for us that we thought about pollution and ways to reduce it. There are many ways to reduce it, but I want to take one way, which is known as electrical vehicles. We call it EV in general. When you have electric

vehicle, things will be better, pollution will be reduced, greenhouse gas emission will be less, carbon dioxide will be less and it will be fine. But to have that, we require following things. That is my suggestion. If we follow that, it will be really great. First is, there is a new word by the name 'range anxiety'. It has come into the picture. It means that if you have electric vehicle, you are always under anxiety as to when the charged battery will run down. So, you have to always look as to when I will get a charging station. And when you get a charging station, you have to think about following things. There will be a big queue. Second is, in winters, it doesn't charge very well because the battery cannot take it. Third is, how much time it will take to charge my battery! To do all these things, we should have good electricity production.

Normally, State produces electricity either by hydel or by thermal, maybe, by nuclear by some. The kind of electricity we produce, it may be enough for our own State. In that case, where will I bring the extra electricity? I may have 10 charging points, but if I do not have electricity, they are null and void. So, this is the main concern, the production and distribution of electricity for the charging points for level-2 to reduce the range anxiety.

Second thing, like heart is to the body, for electrical vehicle, the heart is the battery. There should be a good BMS, that is, Battery Management System, and there should be a cell which should also be of very good quality. Then only the batteries can work very well and efficiently. Recently in Rajasthan, we have found out that Lithium is available. So, it will be a great idea if, in India, we can manufacture our own batteries. That would make us independent, self-dependent and not dependent like oil. Then, we can produce better design batteries, which will help us for the EV vehicles in the long way. There is a third point about technician training. Without that, it will be really incomplete, because there is no good technical training or there are people who do not understand this technology. (*Time-bell rings.*) Thank you, Sir.

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the matter raised by hon. Member, Shrimati Sudha Murty: Shri Devendra Pratap Singh (Chhattisgarh), Shri M. Mohamed Abdulla (Tamil Nadu), Shri Maharaja Sanajaoba Leishemba (Manipur), Shri Rambhai Harjibhai Mokariya (Gujarat), Shri Mithlesh Kumar (Uttar Pradesh), Shrimati Seema Dwivedi (Uttar Pradesh), Shrimati S. Phangnon Konyak (Nagaland), Shri Gulam Ali (Nominated), Shrimati Sumitra Balmik (Madhya Pradesh), Shrimati Maya Naroliya (Madhya Pradesh), Shrimati Sulata Deo (Odisha), Shri Jose K. Mani (Kerala), Shri Jawhar Sircar (West Bengal), Dr. Fauzia Khan (Maharashtra), Shrimati Phulo Devi Netam (Chhattisgarh), Shri Dhananjay Bhimrao Mahadik (Maharashtra), Shri Sant Balbir Singh (Punjab), Shri

Sanjeev Arora (Punjab), Dr. John Brittas (Kerala), Shri M. Shanmugam (Tamil Nadu), Dr. Sasmit Patra (Odisha), Shrimati Jebi Mather Hisham (Kerala), Dr. V. Sivadasan (Kerala) and Shri P. Wilson (Tamil Nadu).

Thank you, Shrimati Sudha Murty. Now, Shri M. Shanmugam, "Concern over violations of Contract Labour Regulation Act."

### **Concern over violations of the Contract Labour Regulation Act**

SHRI M. SHANMUGAM (Tamil Nadu): Sir, there is need to take serious view of the violations of the provision of Contract Labour Regulation Act and to ensure all contract workmen are paid on par with the regular workman in the organization. Section 10 of the Contract Labour (Regulation and Abolition) Act, 1970, speaks about prohibition of employment of contract labour by considering relevant factors, such as, first, whether the process, operation or other work is incidental to, or necessary for the industry, trade, business, manufacture or occupation that is carried on in the establishment. Second, whether it is of perennial nature, that is to say, it is of sufficient duration having regard to the nature of industry, trade, business, manufacture or occupation that is carried on. Third, whether it is done ordinarily through regular workmen in that establishment. Fourth, whether it is sufficient to employ considerable number of whole-time workmen.

These are the factors prohibiting engagement of contract labour. If the contractor takes license as per the Central rules notified under Contract Labour Act, Rule 25 (2) (iv) says, the rates of wages payable to the workmen by the contractor shall not be less than the rates prescribed under the Minimum Wages Act, for such employment where applicable and where the rates have been fixed by agreement, settlement, or award, not less than the rates so fixed. But the minimum wages are fixed only in Schedule of Employment declared by Rules in the State and Centre. The Government companies like Railways, Defence and all the public sector undertakings do not come under the purview of Schedule of Employment. So, if the contract workmen are to be engaged in those organizations, they should be paid the minimum wages of the concerned industrial worker. But this is not happening in the Government organisation. And the Act and Rules are violated in the Government organisation itself. So, it leads to private organisation also doing the same.

I would, therefore, urge upon the hon. Labour Minister to view this violation seriously and he should take necessary action to ensure payment to all the contract workmen on par with the permanent workers similarly placed. For addressing all these