

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

issues, I request the hon. Minister, through you, to convene the Indian Labour Conference as early as possible. Thank you very much, Sir.

MR. DEPUTY CHAIRMAN: The following hon. Members associated themselves with the matter raised by hon. Member, Shri M. Shanmugam: Shri Saket Gokhale (West Bengal), Shrimati Sulata Deo (Odisha), Shri Jose K. Mani (Kerala), Ms. Dola Sen (West Bengal), Shri Jawhar Sircar (West Bengal), Dr. Fauzia Khan (Maharashtra), Shrimati Phulo Devi Netam (Chhattisgarh), Dr. John Brittas (Kerala), Shri M. Mohamed Abdulla (Tamil Nadu), Shri Sandosh Kumar P (Kerala), Dr. Sasmit Patra (Odisha), Shrimati Jebi Mather Hisham (Kerala), Dr. V. Sivadasan (Kerala) and Shri P. Wilson (Tamil Nadu).

Thank you, Shanmugamji. Shri Sadanand Mhalu Shet Tanavade, "Demand for provision of stoppage of Ernakulam-Pune Express train at Thivim Station in Goa."

**Demand for provision of stoppage for Ernakulam-Pune Express train  
(No.22149/22150) at Thivim Station in Goa**

SHRI SADANAND MHALU SHET TANAVADE (Goa): Thank you, Mr. Deputy Chairman, Sir, for giving me an opportunity for raising an important issue regarding the Ernakulam-Pune Express which currently halts only at Margaon in South Goa district. There has been a long-standing request to add an halt for this train at Thivim Station in North Goa district. Despite numerous appeals to the Railway Ministry, these requests remain unaddressed.

Currently, there is no direct rail service connecting North Goa District to Pune, which forces thousands of passengers to travel to Madgaon in South Goa District to board this train. This situation leads to longer travel times and higher costs. Passengers from North Goa often have to choose between taking a direct bus to Pune or travelling to Madgaon in South Goa District first, both of which are inconvenient and expensive. During peak seasons, bus fares increase significantly, adding financial burden on passengers.

Without a direct train connection, North Goa residents must make a trip to Madgaon in South Goa District before continuing their journey to Pune, which adds considerable time and increases fatigue. Alternative transport like buses or taxi further increases passengers' budgets. Students, professionals, and even patients travelling between North Goa District and Pune face significant inconvenience. Adding a halt at Thivim station in North Goa District would greatly benefit students, employees, tourists, businessmen and patients travelling to Pune for medical treatment by