

1	2	3
4 Horticultural Programme . . . . .		4,375
5 Horticultural Backyard Plantation . . . . .		16,000
6 Fishery Programme . . . . .		3,720
7 Soil Conservation Programme . . . . .		312
8 Community Shallow tube wells and energisation of dug wells . . . . .		1,200
9 Leather Industries including collection of raw hides . . . . .		2,442
10 Handloom Programme . . . . .		12,171
11 Animal Husbandry Programme . . . . .		2,966
12 Sericulture Programme . . . . .		1,080
13 Khadi & Village Industries . . . . .		137
14 Other Income generating Schemes . . . . .		16,030
	TOTAL . . . . .	1,23,674

#### Subsidies provided in ITDPs in Orissa

1037. SHRI A. C. DAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether subsidies provided under different schemes (individual benefiting schemes) in Integrated Tribal Development Projects areas in Orissa are only meant for tribals or other weaker sections of the society can also avail of the same benefits;

(b) the practice in other States in ITDP programmes in providing such subsidies for individual benefiting schemes; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR): (a) In Orissa subsidies provided for individual benefiting schemes in ITDP areas are given to tribals as well as persons belonging to other weaker sections.

(b) and (c). According to available information, no uniform policy is followed in the States. While in some States like Bihar, Himachal Pradesh and West Bengal,

the subsidy is also admissible to other weaker sections, in States like Karnataka, Madhya Pradesh, Uttar Pradesh, Gujarat and Rajasthan and the U.T. of Andaman & Nicobar, the individual beneficiary schemes are meant only for tribals in the tribal sub-plan areas. Percentage of subsidy varies from State to State and among different sectoral programmes.

#### Implementation of bonded labour system (Abolition) Act

1038. SHRI RAM VILAS PASWAN:  
SHRIMATI SUSEELA  
GOPALAN:

Will the Minister of LABOUR be pleased to state:

(a) whether any assessment has been made by Government with regard to the progress made in the implementation of the Bonded Labour System (Abolition) Act by various State Governments;

(b) if so, details thereof; and

(c) what steps have been taken/proposed to be taken by Government where

the progress in the implementation of the Bonded Labour System (Abolition) Act is found unsatisfactory?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) and (b). The Planning Commission has since completed the Evaluation Studies in respect of 9 States and their Report is being finalised. Government had requested the Indian Institute of Public Administration, New Delhi to conduct Evaluation Studies in respect of Tehri Garhwal district in U.P. in 1978-79 and Monghyr district in Bihar, Jabalpur in M.P. and Koraput district Orissa in 1979-80. Their reports have since been received by Government. Government are keeping a close watch on the progress made with regard to implementation of the provisions of the Bonded Labour System (Abolition) Act, 1976 by the various State Governments by monitoring periodical reports from them.

(c) Reports from States are analysed and State Governments are advised to take suitable action, wherever necessary. The importance and urgency of identification of bonded labour and rehabilitation of freed bonded labourers have been repeatedly stressed on the State Governments at Conferences of the State Labour Ministers as well as Labour Secretaries and State Governments are taking all steps to fully implement the provisions of the Act. Besides, a Central Standing Committee on

Bonded, Migrant and Casual Labour has been set up to monitor progress of the implementation of the Provisions of the Act.

#### Price rise of Vehicles

1039. SHRI NARAYAN CHOUBEY: Will the Minister of INDUSTRY be pleased to lay a statement showing:

(a) whether the price of automotive vehicles have increased substantially during the last ten years;

(b) if so, the details of price variation of important brands of vehicles during the last ten years; and

(c) the Government's reaction thereto?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). Some of the manufacturers have reported that the models of vehicles have changed since 1972 or that the currently popular models were introduced less than ten years ago. It would, therefore, be more realistic to compare price increases over the last five years, *i.e.* between 1977 and 1982. On this basis, the price increases of some of the premier vehicles are indicated below:

Vehicle	Price increase reported by manufacturers (Rs. approx.)
<i>Truck chassis</i>	
i) Tatas . . . . .	72100
ii) Ashok Leyland . . . . .	83600
iii) Standard . . . . .	20500
iv) Mahindra & Mahindra . . . . .	27500
<i>Matador vehicle</i> . . . . .	27500
<i>Cars</i>	
i) Ambassador . . . . .	26500
ii) Premier Padmini . . . . .	37300
<i>Scooters</i>	
i) Bajaj . . . . .	1800
ii) Vijai Super . . . . .	1800
iii) Lamby . . . . .	1800