

Shri A. C. Guha: There is a proposal to open a branch of the State Bank of India in Tripura State before the 30th June next year.

Import of Heavy Trucks

*1158. **Shri D.C. Sharma:** Will the Minister of Defence be pleased to state:

(a) the total number of heavy trucks imported during 1954-55; and

(b) the approximate value thereof?

The Minister of Defence Organisation (Shri Tyagi): (a) and (b). Completed heavy trucks are not directly imported by the Government. Certain main components of the chassis alone for heavy trucks are imported and the chassis are assembled here. The landed cost of 2700 chassis imported into the country during 1954/55 (exclusive of Customs Duty) is approximately Rs. 467 lakhs.

Shri D. C. Sharma: May I know from what country or countries these chassis are imported?

Shri Tyagi: They are imported from U.S.A.

Shri D.C. Sharma: May I know if there is any schemes under the contemplation of the Ministry to have chassis and things like that manufactured in India?

Shri Tyagi: Yes, Sir. All encouragement is being given to the industry to manufacture these things in India. At present the Army uses two standardised types of trucks for which orders are placed by inviting global tenders. It is the other Ministry—the Ministry of Supply—which calls for tenders.

Shri D. C. Sharma: May I know with which Indian firms the Defence Ministry deals for the supply of these trucks?

Shri Tyagi: The Defence Ministry is not directly dealing with any manufacturer. The indents are placed in the hands of the Ministry of Supply; they invite global tenders and they place orders on firms. Mostly, the two firms which are assembling the trucks in India on behalf of foreign firms are the Premier Automobile Ltd. in Bombay and the Hindustan Motors Ltd., Calcutta.

Shri U. C. Patnaik: May I know whether before placing orders for these chassis, the Government examine the existing vehicles lying in the Army vehicles depot and other central vehicles depots, which can be reconditioned or cannibalised for our requirements?

Shri Tyagi: All possible efforts have been made and whatever vehicles could be procured either by cannibalisation or overhauling they have been used.

Shri Sarangadhar Das: May I know how the Government have found the performance of the trucks that are manufactured by the two firms in India?

Shri Tyagi: They are working very satisfactorily.

Shri Meghnad Saha: May I know if the firms have ever complained of lack of steel for the manufacture of these trucks in India?

Shri Tyagi: I am not quite sure about it and I want notice. In fact, if there is any such complaint, they would send that complaint to the Ministry of Commerce and Industry.

Mr. Speaker: We will now take up questions for which authority has been given.

Shri B.K. Das: I want to put question No. 1133 on behalf of Shri Samanta.

Mr. Speaker: Shri B. K. Das.

Shri C. Bhatt: I want to put Question 1126 on behalf of Shri Dabhi.

Mr. Speaker: I will call the hon. Member after Question No. 1133 has been answered.

Tobacco Seed Oil

*1133. **Shri B.K. Das (On behalf of Shri S.C. Samanta):** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether any attempts have been made in any of the Research Laboratories in India to extract oil from tobacco seed; and

(b) if so, the commercial and other purposes for which the tobacco seed oil can be used?

The Minister of Natural Resources (Shri K. D. Malaviya): (a) Yes, Sir.

(b) The oil can be rendered edible, used in the manufacture of paints and varnishes, or used as a burning oil.

Shri B. K. Das: May I know what percentage of extraction is possible from the tobacco seed?

Shri K. D. Malaviya: The experiments carried out in the National Chemical Laboratory have shown that on an average 36 per cent of extraction is possible from the tobacco seeds.

Shri B. K. Das: May I know whether any estimate has been made about the quantity of oil that could be made available in this country in this way?