

three million tonnes has now started reaching the limit of development ;

(b) if so, whether the oil field therefrom has started declining from this year; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c) Every oil field has an initial period of increasing production, another period of peak production and a third period of declining production. The Ankleshwar oil field has been on peak production for quite some time and the production therefrom has recently started declining.

#### **Increasing Production capacity of Koyali refinery**

3762. SHRI P. M. MEHTA :  
SHRI CHANDULAL CHANDRAKAR :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Gujarat Koyali Refinery is increasing its production capacity of petroleum in the country and if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZKHAN) : Yes, Sir. As against the designed capacity of 10,000 tonnes per year of LPG, the current production level of the Koyali Refinery is of the order of 65,000 tonnes per year, which is expected to be increased further to about 90,000 tonnes per year.

The LPG production has been increased by making LPG from Third Atmospheric Unit and Catalytic Reforming Unit gases (not envisaged in the design), augmenting storage and cylinder filling facilities and providing facilities for bulk transportation of L.P.G. in tank wagons.

#### **Manning of Railway crossing in Kerala**

3763. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) the number of unmanned Railway crossings in Kerala; and

(b) the time by which these crossings will be made manned ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Two hundred seventeen.

(b) As the manning of Unmanned level crossings is taken up in consultation with the State Government/Road Authority on the merits of each case, no firm date for manning of all the Unmanned level crossings can be indicated.

#### **Demand to Stop the Malabar Express at Parappanangadi**

3764. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the demand made by the people of Parappanangadi to stop the Malabar Express train at that place; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) Stoppage of 29/30 Malabar Express at Parpanagadi is neither justified on traffic considerations nor desirable in the interest of keeping the fast character of these already overcrowded trains.

#### **Railways running in loss in Kerala**

3765. SHRI C. H. MOHAMED KOYA : Will the Minister of RAILWAYS be pleased to state :

(a) the Railways in Kerala are running at a loss;

(b) whether Government have any plan to wipe out this loss by extending any more trains to Kerala; and

(c) whether Government are thinking of at least making a survey to this effect?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Information relating to the losses on the railways is not compiled statewide but Railwaywise.

(b) and (c) Do not arise.

#### **Dieselisation of 1/2 Mangalore-Madras Mails**

3766. **SHRI C. H. MOHAMED KOYA:** Will the Minister of RAILWAYS be pleased to state :

(a) whether 1/2 Mangalore-Madras Mails are proposed to be dieselised; and

(b) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) and (b). Dieselisation of passenger carrying trains is being done on a programmed basis having regard to the total availability of diesel locomotives, which are primarily required for clearance of essential goods traffic. Currently, on account of shortage of diesel oil, dieselisation of passenger trains has been slowed down. As and when the situation improves, dieselisation of 1/2 Madras-Mangalore Mail will be considered alongwith other similar demands.

#### **Loss to industries due to Non-availability of Wagons in Kerala**

3767. **SHRI C. H. MOHAMED KOYA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether industries in Kerala region have suffered a lot due to non-availability of adequate number of railway wagons; and

(b) the steps proposed to be taken for the regular supply of wagons?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Demand for wagons from various industries in Kerala have been met to the maximum extent possible. There has been occasional delay in supply of wagons whenever inter-railway movement had to be regulated as a consequence of Locomen's strikes, agitations by the staff and the public, civil disturbance etc.

(b) Special arrangements have been made to supply the wagons in block specials.

#### **Operational Efficiency of Railways due to Dieselisation**

3768. **SHRI SATYENDRA NARAYAN SINHA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the operational efficiency of the Railways has been going up ever since dieselisation was introduced;

(b) if so, whether the travelling public has been able to obtain any benefit in the form of reduced fares and freight and more amenities because of higher operational efficiency;

(c) whether the Railways have carried out any cost benefit analysis of dieselisation; and

(d) if so, the result thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) There is no single index to measure the overall operational efficiency of the Railways. However, the various indices of engine utilisation e.g., engine-kilometres per day per engine on line, loads of trains, net-tonne-kilometres per goods engine-day on line, net-tonne-kilometres per goods engine-day in use and net-tonne-kilometres per engine-hour, have improved substantially, since introduction of modern modes of traction, such as diesel and electric.

(b) The benefits of improved operational efficiency resulting from modern traction including diesel traction have enabled the Railways to absorb largely the impact of