

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**STARRED QUESTION NO. 137**  
**ANSWERED ON 10.12.2021**

**CONCOR DISINVESTMENT**

137 SHRI K.C. VENUGOPAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Container Corporation of India Ltd (CONCOR) has the largest network of inland containers depots / container freight stations in India and can be expanded to cover management of ports, air cargo complexes and establishing cold chain;
- (b) if so, the details thereof;
- (c) whether it is also a fact that Government has started the process of disinvesting this important PSU and hence losing its management control; and
- (d) if so, the reasons therefor?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND ELECTRONICS  
& INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)

(a) to (d) A Statement is laid on the Table of the House.

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.137 BY SHRI K.C.VENUGOPAL ANSWERED IN RAJYA SABHA ON 10.12.2021 REGARDING CONCOR DISINVESTMENT**

(a) & (b) Container Corporation of India Ltd. (CONCOR) has a network of 61 terminals (Inland Container Depot/ Container Freight Station) on all India basis, which are well connected to the major gateway ports of India. CONCOR has stakes in Vallarpadam Container Berth at Cochin and Gateway Terminals India Pvt. Ltd. (GTIL) at Mumbai.

CONCOR has Subsidiaries, namely CONCOR Air Limited and Fresh and Healthy Enterprises Limited. These entities are operating in the field of Air cargo and Cold chain.

(c) & (d) Disinvestment process of CONCOR started in year 1994-95. The details of yearwise disinvestment are as follows:

S. No.	Year	% of Equity Share Capital
1	1994-95	20.00
2	1995-96	3.05
3	1995-96	0.01
4	1998-99	13.85
5	2013-14	1.29
6	2015-16	0.01
7	2015-16	4.00
8	2015-16	1.00
9	2016-17	0.04
10	2016-17	1.40
11	2016-17	0.55
Total		45.20

At this point of time, Government of India holds 54.80% Equity in CONCOR. There are 19 Private Sector Container Train Operators (CTOs) in the field with 24 Terminals all over India other than CONCOR.

Looking at the structure of the Container Transport Industry, it has been identified as one of the entities where the process started in 1994 can be taken ahead.

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भारत सरकार  
रेल मंत्रालय

राज्य सभा  
10.12.2021 के  
तारांकित प्रश्न सं.137 का उत्तर

कॉनकोर का विनिवेश

\*137 श्री के. सी. वेणुगोपाल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि कंटेनर कॉरपोरेशन ऑफ इंडिया लिमिटेड (कॉनकोर) के पास भारत में अंतर्देशीय कंटेनर डिपो/कंटेनर फ्रेट स्टेशनों का सबसे बड़ा नेटवर्क है और इसका विस्तार पत्तनों के प्रबंधन, एयर कार्गो परिसर और कोल्ड चेन की स्थापना को कवर करने के लिए किया जा सकता है;
- (ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या यह भी सच है कि सरकार ने इस महत्वपूर्ण सार्वजनिक क्षेत्र के उपक्रम के विनिवेश की प्रक्रिया शुरू कर दी है और इसलिए इसके प्रबंधन पर उसका नियंत्रण समाप्त हो रहा है; और
- (घ) यदि हाँ, तो इसके क्या कारण हैं?

उत्तर

रेल, संचार एवं इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्री  
(श्री अश्विनी वैष्णव)

(क) से (घ): विवरण सभा पटल पर रख दिया गया है।

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कॉनकोर के विनिवेश के संबंध में दिनांक 10.12.2021 को राज्य सभा में श्री के.सी. वेणुगोपाल के तारांकित प्रश्न सं.137 के भाग (क) से (घ) के उत्तर से संबंधित विवरण।

(क) और (ख): कंटेनर कॉरपोरेशन ऑफ इंडिया (कॉनकोर) का अखिल भारतीय स्तर पर 61 टर्मिनल (अंतरदेशीय कंटेनर डिपो/कंटेनर फ्रेट स्टेशन) का नेटवर्क है जो भारत के मुख्य पत्तनों से जुड़ा हुआ है। कॉनकोर के कोचीन में वल्लारपदम कंटेनर बर्थ और मुंबई में गेटवे टर्मिनल इंडिया प्राइवेट लिमिटेड कंपनियों में शेयर हैं।

कॉनकोर एयर लिमिटेड और फ्रेश एंड हेल्दी एंटरप्राइजेज़ लिमिटेड कॉनकोर की सहायक कंपनियां हैं। ये कंपनियां एयर कार्गो और कोल्ड चेन के क्षेत्र में कार्य कर रही हैं।

(ग) और (घ): कॉनकोर की विनिवेश प्रक्रिया वर्ष 1994-95 में शुरू की गई। विनिवेश का वर्ष-वार ब्यौरा निम्नानुसार है:

क्र. सं.	वर्ष	इक्विटी शेयर पूंजी का %
1	1994-95	20.00
2	1995-96	3.05
3	1995-96	0.01
4	1998-99	13.85
5	2013-14	1.29
6	2015-16	0.01
7	2015-16	4.00
8	2015-16	1.00
9	2016-17	0.04
10	2016-17	1.40
11	2016-17	0.55
कुल		45.20

इस समय, कॉनकोर में भारत सरकार की 54.80% इक्विटी है। इस क्षेत्र में 19 प्राइवेट सेक्टर कंटेनर ट्रेन ऑपरेटर हैं और कॉनकोर के अलावा पूरे भारत में 24 टर्मिनल हैं।

कंटेनर परिवहन उद्योग की संरचना को देखते हुए, 1994 में शुरू की गई इस कंपनी को आगे चलाए जा सकने के लिए चिह्नित किया गया है।

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SHRI K.C. VENUGOPAL: Sir, the Government has now decided to sell 30.8 per cent, out of 54 per cent, of CONCOR under disinvestment. Now, the Government of India's policy is very clear. They are selling all the valuable assets of the country. There was a policy of disinvestment during the UPA period also. But, what was the policy at that time? Disinvestment used to take place for the loss-making public sector enterprises. Those units used to be sold. Now, even the profit-making companies are being sold. At that point, this question of disinvestment...

MR. DEPUTY CHAIRMAN: Please put the question.

SHRI K.C. VENUGOPAL: I am coming to the question only. Has the Government decided to sell profit-making companies? On what account, has the Government taken this decision?

MR. DEPUTY CHAIRMAN: Thank you.

SHRI K.C. VENUGOPAL: One more point. On the one hand, they are now reducing the concession given to the senior citizens for travelling in the Railways...

MR. DEPUTY CHAIRMAN: Please put only one question.

SHRI K.C. VENUGOPAL: On the other hand, they are going ahead with disinvestment. Now, the private parties will control the entire thing. They are doing all this for the corporates only.

MR. DEPUTY CHAIRMAN: You have already put one question.

SHRI ASHWINI VAISHNAW: Sir, the hon. Member has put a very valid point. Let me just remind him as to when CONCOR disinvestment started. CONCOR disinvestment started in 1994-95. Who was in Government then? The Congress (I) was in Government. So, what is the point that he is raising? Disinvestment of some of the public sector units has been a continuous process. CONCOR today is in an industry where more than 15-odd container train operators are already there in the country. So, what is the point he is making? Even when the hon. LoP was the Railway Minister, at that time also, there was a little bit of disinvestment of CONCOR. So, it is a continuous process since 1994-95. What is the point? ...(*Interruptions*)...

Disinvestment is what we are talking about. There is a difference between that. I am saying 'disinvestment'. ...(*Interruptions*)...

**श्री उपसभापति :** प्लीज़, प्लीज़। कृपया आपस में बातचीत न करें।

**श्री अश्वनी वैष्णव :** सर, 1994-95 में कॉनकोर का 20 प्रतिशत equity already disinvest किया जा चुका है। 1995-96 की काँग्रेस गवर्नमेंट में इसे वापस 3.05 परसेंट किया गया। अगर इस पूरे पीरियड को टोटल करें, तो काँग्रेस गवर्नमेंट के टाइम में कॉनकोर का 24.35 परसेंट disinvestment हुआ और non-Congress Governments के टाइम में 20.3 परसेंट disinvestment हुआ, तो किसके टाइम में ज्यादा हुआ! सर, वह काँग्रेस के टाइम में ज्यादा हुआ। माननीय सदस्य क्या बात करते हैं!

MR. DEPUTY CHAIRMAN: Now, second supplementary.

SHRI K.C. VENUGOPAL: My point is that we are not against disinvestment; we are against privatisation. Now, they are handing over the management and control also. As per the conditions of disinvestment, they are handing over the management and control. ...(*Interruptions*)... I am coming to the second question. If a proposal for disinvestment is already decided, why is the Government considering to change the land leasing fees from existing 6 per cent to 2 or 3 per cent?

MR. DEPUTY CHAIRMAN: Thank you.

SHRI K.C. VENUGOPAL: They have already decided on disinvestment. Then, why is the land lease coming down?

MR. DEPUTY CHAIRMAN: You have asked the question.

SHRI K.C. VENUGOPAL: One more thing, Sir. Will the Government consider...

MR. DEPUTY CHAIRMAN: You have already asked the question.

SHRI K.C. VENUGOPAL: Sir, it is the most important point. Now, the Government of India has already withdrawn the concession provided to the senior citizens for travelling in the Railways.

**श्री उपसभापति :** आप माननीय सदस्य के एक सवाल का जवाब दें।

SHRI ASHWINI VAISHNAW: Sir, the hon. Member has asked a question on land lease policy. That is very different from CONCOR disinvestment issue. The point is...(Interruptions)...

SHRI K.C. VENUGOPAL: This is related. We can see that. After some time, this will be closely related. ...(Interruptions)...

SHRI ASHWINI VAISHNAW: I said, Sir, it is different.

MR. DEPUTY CHAIRMAN: Now, Shri Neeraj Dangi.

SHRI NEERAJ DANGI: Sir, in the case of disinvestment of CONCOR's management part, will the private management use the same employees from CONCOR or Indian Railways? If not, then, what measures is the Government taking to secure their future?

SHRI ASHWINI VAISHNAW: Sir, some of the hon. Members have been trying to paint a very different picture. I would like to clarify the things and put all the facts into perspective before this hon. House. सर, रेलवे में पटरी किसकी है - रेलवे की है, स्टेशन किसका है - रेलवे का है, बिजली के तार किसके हैं - रेलवे के हैं, signaling system किसका है - रेलवे का है, इंजन किसका है - रेलवे का है, वैगन किसका है - रेलवे का है, कोच किसका है - रेलवे का है। आप किस चीज़ के प्राइवेटाइज़ेशन की बात कर रहे हैं? आपका जो concern है, I can address it. I can address your concern but the point is that it should be put up very clearly and specifically. If you ask a specific thing, I will be able to answer that. As far as the employees of the PSU are concerned, there is a clear policy in this regard, and, the practice has evolved over the last many decades. It is not something new that the Government is doing. There is precedent available, and, based on that precedent, the Government is working.

DR. M. THAMBIDURAI: Sir, the hon. Railway Minister has given a statement about the land at railway stations. There is a lot of encroachment on that land. Sir, through you, I would like to know from the hon. Minister as to how the Ministry is going to get it vacated. Otherwise, when rehabilitation is done, how are you going to help them? This is my question.

MR. DEPUTY CHAIRMAN: This question is different from the main question. Let us now come to Question No. 138. Shri G.V.L. Narasimha Rao.