Chapter – V

IMPACT OF HISTORICAL DEVELOPMENT OF PORT ON VISAKHAPATNAM CITY

The discussions in the earlier chapter envisages that the historical development of the port significantly contribute for the growth of port based industrial and service activities in massive way. Apart from this, the administrative, service sectors, social, welfare and commercial activities expanded not only with in the city but also its environs. As a result, the city grow physical as well as economically and turnout into Greater Visakha in the year 2006. The main objectives of the study is to critically examined the impact of historical development of port on Visakhapatnam city. Keeping the above aspects under consideration, an attempt is made in this chapter to analyze the growth of port activities, port based industrial service sector as well as its physical, spatial expansion of the city in different historical periods. The study is divided into two sections, the section – I deals with the growth of port based industrial and service sector while section – II presents the physical and spatial growth of the Visakhapatnam city and its environs. The details of the study are as follows:
AN ASSESSMENT OF THE GROWTH OF PORT AND PORT BASED INDUSTRIAL SERVICE SECTORS IN DIFFERENT HISTORICAL PERIODS

Developments of Port and Port based industrial service sector during Railway Department period (Upto 1935):

Port construction: The Visakhapatnam Port construction is commenced in 1927 and it was opened to ocean traffic on 7th October 1933 with arrival of passenger ship S. Japladurga, the initial investment is ₹373 lakhs, with draft of 8.76 meters. LoA: 160.5 meters quay length 487.68 meters; 4 cranes (37 capacity), loco (3) Railway track 24.45 km broad gauge and 4.97 km narrow gauge, 2 transit sheds, 2 storage sheds with an open area of 34000 sqm. The total traffic handed in the year was 1.3 lakh tones and earn income of about 7.93 lakhs.

Railway Developments: The Waltair Railway Station was functioning since 1893 and later it handed over to Bengal – Nagapur railway division by 1910. Later the track construction of Vizianagaram – Raipur railway line was also completed in the same year.

Vizag District Administration: The District Administration was established in 1803. It was the largest district in India and the most population about
2933650 inhabitants (as per 1901 census) spread in an area of 17222 sq. miles L. G. Keith Murry worked as District Collector.

District Court and Bar Association: A civil and session court was established in 1863. In a cluster of courts of different categories had cropped up with varied functions. Bar association was established in 1863.

Police Commissionerate: The police department was established in 1803 to control law and order in the city.

AVN College: It was one of the oldest colleges in that time, popularly known as Mrs. AVN College (Mrs. Ankitham Venkata Narasinga Row’s College) was founded in 1860 in the Anglo Vernacular school. And later its name was changed to Hindu College. When the college was in financial doldrums A V Narasinga Row had taken responsibility, bequeathed one lakh rupees besides site and place on the condition that this college be named after his wife as Mrs. AVN College. The college reached great heights when AV Banoji Rao was its chairman.

Andhra University (1926): Andhra University originally located at Vijayawada in 1926 was shifted to Visakhapatnam in 1931. It is one of the earliest and the first to be named after the language of people in South India and also the first to be conceived as a residential
and teaching cum affiliating university. Its main purpose was to fulfill the needs and aspirations of Telugu speaking people. Dr. C. R. Reddy its founder Vice Chancellor and Dr. S. Radha Krishna the next vice chancellors were instrumental for its rapid rise as a great centre of learning in the country.

King George Hospital (1914): King George Hospital popularly known as KGH is one of the earliest in South India, it started its career as Civil Hospital with a dispensary in 1845. The Vizag Municipality had been contribution for the maintenance of the hospital until the later was provicialised in 1918. The Gode and Ankitham families contributed for new beds and out patients dispensary. As the building of the hospital was found inadequate to meet the needs the Provincial Government constructed the present hospital in the year 1913 – 1914 in an area of 60 acres on the northern scope of the sand hill in Maharanipeta. And it was named King George, the British Emperor. It has 250 beds in 1925.

Andhra Medical College (1923): The present Andhra Medical College was established in 1905 as a medical school to impart training upto the licentiate standard. During the Chief Ministership of Dewan Bahadur Rajah of Bengal, the medical school was upgraded to that of medical college in 1923 and was affiliated to the university of Madras to have a degree courses in MBBS
with the main aim to meet the needs of the medical education in Andhra region. In 1926 it was affiliated to the Andhra University and post graduate courses were started.

Government Hospital for Mental Care: Started as a lunatic asylum in 1863 and having its own hospital in 1871 in a 50 acres government land.

Government Victoria Hospital for Women and Children: Popularly known as Gosha Hospital, the Government Victoria Hospital for Women and Children started functioning as early as 1894.

Saint Aloysius Industrial School: It was established in 1890 and which has produced thousands of technicians over the years, had a very humble beginning.

It may conclude that almost all the above mentioned facilities significantly contribute for the city growth in an around these institutions to a great extent.

Development of Port and Port based industries and service sector during Commerce / Communication Department (1935–45):

Stevedoring clearance and forwarding and streamer agents: Stevedoring work was evident in Vizag long before Port was constructed. Lassive and Company was the first
to establish stevedoring on board at anchorage through boats. Garuda Pattabhi Ramayya a pioneer in stevedoring, constitutes export of groundnuts and import of wheat flour and that there was no harbour built and the ships used to load and discharge cargoes of anchorage. A. V. Bhanoji Row and Garuda Pattabhi Ramayya & Company was the first to handle the stevedoring work followed by K. Ramamohan & Sons, EC Bose & Com, Sarat Chatterjee, Roy & Chatterjee, H K Banerjee, Dharma Reddy & Com., and several others in the subsequent decades after the commencement of the Port operations.

Hindustan Shipyard: The citizens of the city of Visakhapatnam are indeed proud of the Hindustan Shipyard Limited (HSL) as it is the oldest and the largest ship building yard in the country. The Shipyard represents the firstly the ushering in of major industrial activity in Vizag and secondly the revival of an ancient industry in modern form for the first time in India. Strategically located on the side of Yarada hills, the Walchand Hirachand’s Scindia Navigation Company (Scindia Shipyard) was inaugurated on 21st June 1941 by Dr. Rajendra Prasad.

Indian Navy: The Indian Navy established in 1939. All the sections of the people are grateful to the Indian Navy in the city as they have been safe in its fold in times
of war or peace. Further, the Navy protects the city not only from the ravages of the roaring sea but also from the man made industrial disasters. The Eastern Naval Command (ENC) had its humble beginning in 1939 when HIMS Circar was commissioned to support the British on the East Coast. The operational jurisdiction of the ENC stretches from East Coast of India to the expanses of the Bay of Bengal and also includes strategical by located Andaman and Nicobar Islands which are at a distance of almost 700 nautical miles from the main land.

The city is proud of the INS Circars for its illustrious past. It was established during the world war – II in April 1942 to monitor the merchants shipping on the East Coast on the basis of the need to have an operational naval base with repair facilities. In fact, the first naval base was opened in December 1939 in the city in the office of the Senior Naval officer was located near the harbour. This place is known at present as the Naval Armament Depot. The other two depots viz. the Weapon Equipment Depot and the Naval Store Depot and the NAD provide dedicated logistics support for the entire Eastern Naval Command.

The entire period is come under Second World War. Hence, the developments during this period is said to be negligible. However, the construction phase of Hindustan
Shipyard and Indian Navy organization significantly contribute for the growth of the city economy.

**Development of Port and Port based industrial and service sector during Nagapur Railway Period (1946 – 56):**

Port activity: During this period, the Port activities are reported moderate growth. Moreover, several new berths construction was started during this period. Apart from this, several infrastructural facilities such as godowns, railway tracks, cranes, dredging, break water ways etc, are started during this period.

Industrial activities: This period is known for the construction of the prominent port based industries such as Hindustan Petroleum Corporation, Coromandal Fertilizers, Hindustan Shipyard, etc.

Central Marine Fisheries Institution (1947): The Visakhapatnam Regional centre of CMFRI had its beginning in 1947, as a survey unit. This unit was based in the premises of the Department of Fisheries, Govt. of Andhra Pradesh. The main function of the survey unit was to collect the fish landing data. The survey unit was upgraded as a research unit and research activities were initiated in the year 1955 in the premises of Department of Zoology, Andhra University.
Life Insurance Corporation of India: Life Insurance Corporation of India, the largest public sector undertaking in the whole of India constituted under a Parliamentary Act started growing ever since its conception in 1956. No institution in India is more resourceful, more wide spread, more service oriented and sum assured than any other. Above all, it is the most reliable from among all sections of the people.

Girijan Co-operative Corporation (1956): The Government of Andhra Pradesh started establishing Girijan Cooperative Corporation in different district from 1956 onwards for the socio-economic uplift of the tribals who may be at present around 5 million people living in hilly terrain’s. The head quarters of the GCC located at Visakhapatnam headed by a senior IAS officer as Managing Director.

The entire period is known for the construction phase for almost all the activities and create platform for rapid growth of port based industrial and service sector activities in the coming periods.

**Development of Port and Port based industrial and service sectors during Ministry of Transport (1956–64):**

Port activities: Some of the new berths were added in harbour. Further, some of the new storage and ware housing facilities were developed. Exports and imports are
substantially increased during this period. OR1, OR2, Pol berths and WQ4 (Who – 1) for iron ore berths are developed during this period. Apart from this sings agreements with Japanese Mission in 1955 and construction of ore handling plant to load ships of 35000 DWT in inner harbour.

The Visakhapatnam Dock Labour Board constituted in 1959. under the Dock Workers (Regulation of Employment Act) 1948 supplies workers to carry out export and import of cargo. The Board has twelve members constituting of Chairman, Deputy Chairman, nominees of Government and representatives of Labour organizations. It is a tripartitated body having workers under Visakhapatnam Dock workers (Regulations of Employment) Scheme 1959 and Visakhapatnam Unregistered Dock Workers (Regulation of Employment) Scheme, 1968. The former has registered and the later was unregistered workers. There are around 2200 workers.

Hindustan Petroleum Corporation Limited: This is the first heavy industry that was located in 1957 on the slopes of the Yarada hill near Scindia junction is the Hindustan Petroleum Corporation Limited (former Caltex Oil Refinery). It was situated in an area of 515 acres of land with an installed capacity of 0.625 million metric tones per annum (MMPTA) with an investment of
₹2243.17 lakhs. The Refinery is a crude oil processing unit started functioning from 1963 onwards.

Coramandal Fertilizers Limited: This unit was established in 1964 with an investment of ₹48 crores, a joint Indo – American venture under private sector. The plant situated in the site of 500 acres about 5 kms distance from the port inner harbour. The land was taken from the port on the lease basis for 50 years with renewal options.

Bharat Heavy Plates and Vessels (BHPV): It’s a very prestigious Government of India enterprise is in the same industrial belt. It is located on an area of 340 acres. Started with an investment of ₹14.50 crores. Its main product lines are pressure vessels, heat exchangers, columns, spheres, oxygen production plants, industrial boilers and complete systems for oil and gas processing.

Mineral and Metal Trading Corporation (MMTC): The MMTC established in 1963 is India’s largest trading giant. It is India’s leading international trading company with a turnover of over US $ 1.5 billion. It is the first international trading company of India to be given the coveted status “Super Star Trading House” and, it is the first public sector enterprise to be accorded the status of “Golden Super Star Trading House” for long standing contribution to exports. It is also the largest on-oil
importers in India. It is the single largest exporter of minerals from India and the single largest bullion trader in the Indian subcontinent.

Telecommunication: In Visakhapatnam Telecommunications are playing a significant role in all vital areas. Its growth has been much faster than one can imagine. Telecommunication system in Vizag has become an indicative factor in the life of businessman, industries, education and other significant areas. A well connected network caters the needs of the public in Vizag.

Nautical & Engineering: Established in 1963, Vizag branch achieved considerable progress in the development of technical man power required as skippers, engineers, mates and engine drivers for fishing industry. Besides, the core courses, the institute takes up various short term courses in nautical sciences, Fishing technology, marine engineering and electronics.

Government Hospital for Chest and Communicable Diseases: It was established in 1961 in an area of 30 acres sanctioned by the Government with donation from various philanthropic organizations to treat and cure TB and other infections diseases. The hospital doctors take up cases of bronchil asthma, lung cancer, pneumonia and COPD bronchitis. Moreover, the hospital look after diseases such as gastro-enteritis, tetanus, rabies and chicken pox patients.
Town Planning Trust: It was constituted in 1962 with a view to take steps for the orderly development of the region. The trust prepared 33 town planning schemes within the municipal limits and 4 other schemes covering the extended areas. It prepared a plan in 1968 for Visakha Mahanagar at an estimated cost of ₹ 63 crores to be spent a period of 18 years from 1969 to 1986. Besides, this, TPT constructed 14 colonies using 450 acres of land out of 620 acres acquired. They are Kirlampudi, East Point Colony, China Waltair, Pithapuram Colony, Lawsons Bay Colony, Seethammadhara North and South, Maddilapalem, Daspalla Layout, Gangapur layout, Viziyanagar layout, Ocean View layout, etc.

The above mentioned activities were significantly responsible for growth of Visakhapatnam during this period.

Development of Port and Post based industrial and service sectors during Port Trust (1964 – 74):

Port activities: During this period Visakhapatnam port has experienced rapid expansion and stands in first position among major ports. As a result, the port serves vast hinter land comprising Eastern Madhya Pradesh, Easter Uttar Pradesh, Southern Bihar, South-west Orissa and North-west Andhra Pradesh. Moreover, minerals of Madhya Pradesh and Orissa such as manganese and
chrome ore are exported through Visakhapatnam Port. Oil refinery, ship building yard, jute mills, sugar mills, paper mills and chemical and fertilizer factories in the adjoining areas use the facilities of the Port. The location of Bhilai and Rourkela steel plants with in the reach of Visakhapatnam port and the hinter land with rich iron ore deposits have made the port important for import of coking coal and export of iron ore and steel products. Apart from this, the Madras – Waltair – Calcutta coastal railway line connects Visakhapatnam with north and south. The north – western railway lines to Raipur connects the port with Calcutta – Bombay railway line and connection with Bailadila and other iron ore mining areas. A national highway and arterial road connect the port with the hinter land.

The outer port construction was started to accommodate ships of size 150000 DWT at a cost of about ₹ 110 crores which stands out as the highest expansion programme of the Indian port sector during the Fifth Five Year Plan. Centre harbour has a protected basin of about 200 hectares with a set of break waters 3 Kms long on the eastern, southern and northern sides and 2 berths on the two sides of the finger jetty. The primary objective of the outer port was to provide an outlet for export of iron ore through deep draft bulk carriers. It was commissioned in 1976. After the construction of the outer port, the iron ore loading
facilities further augmented to load iron ore through conveyors and ship loaders at the rate of 8000 TPH.

Development of Railways: The Waltair Railway Station was formed in 1966 comprising Andhra Pradesh, Orissa and Madhya Pradesh over a length of 1000 KMs. There is also stretch of a 90 KM narrow gauge track between Naupada and Gunupur. While diesel loco shed was constructed and started functioning in 1966. Similarly, the Kothavalasa – Kirandal line was commissioned in 1968.

Steel Plant: Visakhapatnam Steel Plant an offshoot of Rastriya Ispat Nigam Limited is established at Visakhapatnam ini 1970 after a great struggle and sacrifice for over 8 long years. On 17th April 1970, the Prime Minister Mrs. Indira Gandhi declared in the Parliament to locate Steel Plant at Visakhapatnam and on 20th January 1971, the Prime Minister laid the foundation stone at Balacheruvu. About 22957 acres of land in a picturesque location on the east coast near Gangavaram fishing hamlet close to the national highway between Gajuwaka and Anakapalli located for the construction of steel plant. The location is 22 KMs away from Visakhapatnam and 15 KMs away from Port, 18 KMs from the air port and just 5 KMs from Duvvada as the south central railway section station they facilitation multi-made transportation links.
Hindustan Zinc: The plant is an offshoot of Hindustan Zinc Limited, a public sector undertaking established in 1966 with an area of 365 acres of land. The vizag plant is a custom based lead – zinc smelter. The technology adopted in these smelters is from Germany and Poland. The installed capacitors for year are 30,000 metric tones of zinc, 22000 metric tones of lead, 115 metric tones of cadmium, 30 metric tones of silver and 75000 metric tones of sulphuric acid. The HZS has staff strength of 1700.

L. G. Polymers India Private Limited: LG Polymers India Private Limited (LGPI) is a fully owned subsidiary of M/s L G Chemical of South Korea. LGPI was formerly known as Hindustan Polymers. It was initially obtained license for the manufacture of alcohol, styrene monomer, polystyrene and its co-polymers in the year 1961. In 1967 the Alcohol Plant construction was completed with indigenous technology and production started.

Coramandal Paints: It was established by A. A. Rama Rao and E. Satyanarayana. It was located in 5.57 acres of area near Pendurthy, 20 KM away from Visakhapatnam. In the beginning the CPC started the product of primers and bituminous paint to the extent of 42000 litres.
National Mineral Development Corporation (NMDC): The regional office of National Mineral Development Corporation located in the port area is connected with the export of iron ore to different countries and meets the needs of the domestic customers. It works under the control and direction of the Ministry of Steel, Government of India. And it has been playing a vital role in coordination with Railways, Vizag Port, Vizag Steel Plant, and other customers. The NMDC which is producing about 16.5 million tones of iron ore from its Biladila sector mines and 400 million tones from Donimalai sector mine and about 81000 carots of diamonds from Penna project has set up a high – tech project at Visakhapatnam for production of 600 tons per annum of ultra pure ferric oxide from its resources of blue dust which is high grade micro-fines in iron ore deposit.

Naval Science and Technology Laboratories (NSTL): This was formed in 1969 was located in Andhra University and it was shifted to its present building in 1975. NSTL is premier research and development lab for technologies conceiving Naval System with about 850 Scientists, Officers and staff. This institute has full fledged system and laboratory with projects involving design and development of naval system such as torpedoes, mines, fore control systems, torpedo launches decoys, underwater targets, simulators and health monitoring systems. These developments involved varied
systems such as multiple hydrodynamics, modeling and simulations, electrical technology, underwater propulsion, control and guidance systems, sensor packages, mechanical engineering, software communication, instrumentation, proficionity fuses, aerodynamics suspensions and environmental studies. Further NSTL conducted extensive scientific studies on underwater shock, noise vibration and magnetic along with their measurements and control gadgets. The NSTL has a township, health club, community centres, co-operative credit society, medical inspection room, crèche, transit facilities, guest houses and tarang a cultural organization. The city is indeed proud of NSTL.

Commissionarate of Income Tax: The Commissionarate of Income Tax of the Finance Department of Government of India is one of the earliest central departments located in Visakhapatnam. The most salient features of this department is that it is the most widespread, most acceptable and most unavoidable in the whole of India. The growth of the department in revenue and structure is one of the outstanding.

Visakha Dairy: It is the most popular and quite extensive coupled with competitive in north Andhra. It having large network and generate incomes particularly to the majority of the small and marginal farmers in rural areas at grassroots levels.
Cyclone Warning Centre: Indian Meteorological Department, Government of India established cyclone warning center in 1974 at Visakhapatnam. This office issues daily weather bulletins for coastal ships and fishing which are being broadcast from satellite and All India Radio respectively. It undertakes collection of the surface and upper air weather parameters for supplying for air craft operations and for compiling the state weather reports.

Zoo Park: One of the best in India, the Indira Gandhi Zoological Park (popularly known as ZOO park). It set up in 1972 in an area of 250 hectares on the national high way towards Vizianagaram. It is the best recreation centre and holiday resort to the people of visakhapatnam. Besides, it has been breeding some of the endangered animals. The park has as many as 600 animals representing 70 species. Among the mammals, the important species are Tigers, Lions, Panthers, Rhesus, Bennet, Stump failed monkeys, baboons, the Asiatic elephant, sambar, cheetah, barking deer, black bull, rattle, fishing cat, leopard, Himalayan black bear, Indian porcupine, giant squirrels, and so on. The birds that are available in the park are peafowl, red and jungle fowl, patridges, golden pheasant, silver pheasant, ring necked pheasant, several varieties of doves, parakets, munias, and budgerigors. And the reptiles, estuarine, crocodile, marsh crocodiles, marine turtle, terrapin,
starred tortoises and monitor lizards area also available in the Zoo. On the average, 5.00 lakh people including foreigners visit the park every year.

Dr. V. S. Krishna College: One of the distinguished colleges in the city, Dr. Vasireddy Sri Krishna College was established in 1968 in the memory of Dr. Krishna who worked as the Vice Chancellor of Andhra University and Chairman of University Grants Commission. The college offers graduation and intermediate courses with various combinations. Almost as 1876 students are studying in the college.

B.V.K. College: It was established in 1972 in Dabagardens. Boys and girls of these colleges come out in flying colours in different academic fields.

L.B. College: This college was established in the name of Dr. Lankapalli Bullayya the former vice chancellor of Andhra University. It offers variety of courses of junior, degree and post graduate courses. The total students strength in the college is around 1700.

Rani Chadramani Devi Hospital: It was established in 1965 at Pedda Waltair has been catering to the needs of both conservative and operative treatment on post – polio and residual paralysis (PPRP) and cerebral policy patients. It conducts rehabilitative programmes for polio,
celebral policy and other neuromuscular diseases. Besides this, the hospital runs a specialist school for the impatient children and conducts speech therapy and audiology tests. It has an artificial center and a full-fledged physiotherapy unit including wax bath, electrical stimulation and ergometry. It is endowed with four specialist doctors having 100 beds and 125 patients. Besides, the patients from Andhra Pradesh, the hospital caters to the needs of Gujarat, Madhya Pradesh, Rajasthan, Haryana, Punjab and Uttar Pradesh.

The above mentioned port based industrial and service sectors significantly contribute for the rapid growth of the city.

Impact of the Historical Development of Port on City Growth

The port based and its related service sectors developments contribute for the rapid growth of the city both spatially as well as demographically over the period. Hence, an attempt is made in this section analysed development of the city in different historical periods. The details of the study is as follows:

Demographical Growth of the Visakhapatnam:

Upto Railway Department Period (1933–35): The population data is available for Visakhapatnam city since 1858. The population of the Visakhapatnam is about
16000 in the year 1858. By 1884 it was reached to 32350 and registered an increase of 102.19 % during 1858 – 1884. Similarly, the population in the year 1890 – 91 is about 34487 and increased to 40892 by 1900 – 01 and registered an increase of about 18.57 %. The population increase become slow during 1910–11 and 1920–21 and reached to 44711 only and registered 9.34 % increase during the decade (1900–01 to 1920–21).

The population of the Visakhapatnam is showing relatively higher increase from 44711 to 57303 and registered an increase of 28.16 % during 1920 – 21 to 1930 – 31. This increase might be responsible due to construction phase of the Visakhapatnam Port.

Commerce / Communication Department (1935 – 1943): The Visakhapatnam population has been increased from 57303 to 70224 and registered an increase of 22.55 % during 1930 – 31 to 1940 – 41, even though the port operations are still vital stage. Further, the Second World War begin during this period. It is evident that city population has been increased even in the war period also.

Bengal – Nagapur Railway Period (1944–51): The Visakhapatnam city population has been increased from 70224 to 107815 and registered an increase of about 53.53 % during 1940 – 41 and 1950 – 51 and reached
one lakh mark during this period. At that time the geographical area of the Visakhapatnam city is about 6.03 sq. km.

Ministry of Transport (1956–1964): The population of the Visakhapatnam city has been further increased upto 178431 during 1960 – 61 and registered an increase 65.50 %. The period is golden period for the development of port activities as well as related industrial activities. As a result the geographical area of the Visakhapatnam city has been increased from 6.03 sq. km to 11.25 sq. km during 1950 – 51 to 1960 – 61.

Port Trust Period (1964–74): The Visakhapatnam city experienced population explosion due to increase of population from 178481 in 1960–61 to 352723 in 1970–1971 and registered an increase 97.63 %. This period is known for rapid expansion of port activities as well as industrial and service sector activities. As a result, the geographical area of the Visakhapatnam city reached to 76.33 sq. km. The similar demographic trend could be continued upto 1980 – 81 and reached the population to 559140.

Spatial Spread of Visakhapatnam:

Upto Railway Department Period (1933–35): During this period, the Visakhapatnam city spread is confined to in and around major activities such as Railway Station
area, Old Post Office area, Kurupam Market area, Collector’s office, Cant. area and AVN college area, Andhra University area, King George Hospital and port areas.

Commerce / Communication Department (1935–45): The spatial spread of Visakhapatnam during this period is very low due to Second World War. However, the above mentioned areas extended further in certain extent.

Bengal – Nagapur Railway (1946–56): During this period the port activities and construction phase of port based industrial activities significantly contribute for rapid expansion of the residential areas in the city and new areas also developed. The important residential areas developed during this period are Poorna Market, Official Colony, Police Barex, Coastal battery, China Waltair, Peda Waltair, Old Municipal Bus Stand, Chavulamadam, Gnanapuram, Thatichetlapalem, Scindia and Sree Haripuram, Chengalarao peta, etc.

Ministry of Transport (1956–64): During this period the residential areas spread rapidly and new colonies and commercial areas developed at an alarming rate. The major new residential and commercial areas developed during this period are Leelamahal centre, Allipuram, 75 feet road, Dabagardens, Dondaparthy, New Colony, East Point Colony, Lawsons Bay colony, Assilmetta, Siripuram,
Zilla Parishad, Ramakrishna beach, Maddilapalem, Ramakrishna puram, Kancharapalem, Marripalem, etc. As a result, the geographical area of the city is also increased from 6.05 sq km to 11.25 sq. km during this period.

Port Trust (1964 – 74): During this period, almost all the port and industrial activities are nearly completed. As a result, huge investments are also clustered in down stream industrial activities and their complementary and service sector activities in highway. As a result, the residential areas extend rapidly and the geographical area of the city has increased from 11.25 sq km to 76.33 sq. km during this period. The major residential areas developed during this period are Kotha Road, Jagadamba, Apsara junction, Rama nagar, Balaji nagar, Vidya nagar, Kirlampudi, Daspalla Hills, Iskathota, Sitahammadhara, rama talkies area, Resavanipalem, Dwaraknagar, RTC Complex, Akkayyapalem, 104 area, Gopalapatnam, Muralinagar, Narasimha Nagar, industrial estate, old Gajuwaka, New Gajuwaka, Gullala palem, Coromandal area, Malkapuram, etc.

Hence, it may conclude that the port act as nucleus for the historical development of the city. Further, the port based industries and their complimentary and service sector activities accelerated the growth of Visakhapatnam to a greater extent.
After 1975 onwards the Port activities expanded further, attract large scale industrial activity and inturn generate rapid growth of down stream industries, commercial and service sectors and now it turn into Greater Visakhapatnam. Now, it stands as the fastest growing city in India and also in Asia.