Chapter – II

AN OVERVIEW OF VISAKHAPATNAM PORT TRUST
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Ports are planned to serve the country's strategic needs on the one hand and trade on the other. The pattern of trade visualised at each port decides the facilities to be created. If trade prospers, the ports flourish and with recession in industrial and agricultural production, trade declines and the ports are faced with the problem of insufficient cargo. In the modern environment of economic interdependence, trade of one country is also affected by the world trade situation.

Ports are commonly known as places of safe shelter with necessary infrastructure for purpose of trade. Seaports are gateways to the world. In the case of developing country like ours, percentage of international trade would be in the range of 70%-80% in international trade, sea ports have to function efficiently with low cost to ensure the transfer of cargo between inland and maritime transport and also allow goods to flow in and out of the country as quickly as possible. Thus, seaports and Visakhapatnam Port Trust also is the essential link in the international maritime transport chain.¹

In the case of developing countries like ours, there is imperative need for growth of foreign trade for certain important and also certain goods have to be expected, to earn foreign exchange, to buy machinery and equipment.
Thus international trade is the principal generator of economic growth. Growth occurs when trade increases while growth itself, creates more trade.²

What Does Port Mean?

Ports are meant to provide sea borne vessels, some basic services such as dock, harbour, on berth facilities for the ships and loading facilities for the passengers and cargo.³

(OR)

A port is a transshipment point between sea and surface transport, and entry and exit for import and export trade of plays a unique role in the country transport systems.⁴

(OR)

A port is a place by the shire where ships may run in for shelter from storms or to load or unload. According to the encyclopedia of the social sciences, it is “a heaven for ships”, properly equipped to facilitate the transshipment between water and land carriers.⁵
Major Ports of India

Our country is having a coastal line of about 6000kms. and the major Ports and Minor Ports are situated along the coastal line and at Sea Islands. There are 11 major Ports and 163 minor Ports/Intermediary Ports. Technically speaking major ports are those which handle not less than half a million tons of cargo annually and which possess labour and other facilities to receive ships of 4000 DWT or more. A minor port is one, which handles not less than 500 tons of cargo annually and which is not considered as port from any other point of view is treated as minor port. This type of port is one, which handles not less than 1500 tons of cargo annually and is independent from the point of view of passenger traffic, defense and customs. The brief information about major ports of India is analysed below.6

1. Visakhapatnam Port:

Visakhapatnam Port Trust was constructed at a cost of Rs.3.78 crores by the Railway in 1933. The port of Visakhapatnam lies on the east-coast of India in Andhra Pradesh at 17° 41’N latitude and 18’E longitude almost midway of Madras (780 km) and Calcutta (880 km). With the protection afforded by a high promontory into the sea, picturesquely known as Dolphin’s Nose, and a low tidal range of 1.83 meters, the port ha an ideal location. But the natural harbour could hold ships only up to 36,000 dwt. Therefore an
outer harbour has been constructed which can safely accommodate vessels of about 100,000 dwt initially, and 200,000 dwt ultimately. History and background, objectives, growth and organisation setup analysed in overview of Visakhapatnam Port Trust.

2. **Paradeep Port**:

Paradip is the major port of the State of Orissa. It lies almost midway between Calcutta and Visakhapatnam - roughly 213 nautical miles south of the former and 260 miles north of the latter at a latitude of 20° – 15’, 55-4” N and longitude 36°-40’ 34°-62” E. The foundation stone of the port was laid by Prime Minister Jawaharlal Nehru on January 3, 1962 and construction work started nine months later.

The management of the port was taken over by the Government of Orissa on June 1, 1965. The port was opened to traffic on March 12, 1966 when the first iron ore vessel INS Investigator glided inside the harbour and was received at the iron ore berth. The provisions of the Major Port Trust Act 1963 were extended to the port in 1967 and a Port Trust was constituted that year on November 1. Paradeep is the first port on east coast constructed after the attainment of independence.

Paradeep port is the deepest inner harbour port in the country. The hinterland of the port abounds in minerals and metals and other resources.
spread over the state of Orissa, Andhra Pradesh, Madhya Pradesh, Uttar Pradesh, Bihar and Bengal.

**Port facilities:**

The fertilizer berth is designed as a captive berth for Paradeep phosphate ltd., to handle bulk and liquid cargo by fully mechanized means.

3. **Kolkata Port - Haldia Dock Complex (HDC):**

Calcutta is the first major port of modern India, and a trail blazer. The experiment of finding the best possible method of managing Indian ports was conducted in the laboratory of Calcutta.

First about the site. In the past, Bengal had many flourishing ports, the most notable was Tamralipti, the present day 'Tamluk'. Saptagram or Satgaon – literally seven villages – began to flourish in the 14th century and reached its zenith in the first half of the 16th century when it started declining. Ain-i-Akbari, compiled by Abul Fazal in 1590-92, points out that 'the annual revenue of the port and its suburbs was Rs.18,430. In addition to this, customs duties and other taxes were levied and port dues and customs duties roughly totaled Rs.30,000.' Satgaon was superseded by the port of Hoogly and in 1632 became the Moghul headquarters on the capture of the Portuguese fort by the Nawab of Bengal.
HDC contains 12 berth of which 9 berths are located inside the impound dock, 3 oil jetties are located on the river. It is situated on the left of the hoogly river, 145 Kms. above the entrance to the river from the estuary, off Sagar Island in the Bay of Bengal.

Facilities:

India’s only riverine port with deep water dock system at Haldia for sea born trade most sophisticated port facilities with India’s largest container crane.8

4. Mumbai Port:

There is no mention of a port like Bombay in the ancient Indian or foreign literature. Semylla, modern Chaul, of the Periplus comes nearest to it in latitude, 18° 34’ north and Suppara, modern Sopara, nearest in longitude, 72° 41’ east, as Bombay lies on latitude 18° 54’ N and longitude 72° 49’ east. The unknown Greek traveler of Periplus was not acquainted with the contours of modern Bombay and the island was perhaps carved out of the sea later.

Among modern ports, Bombay is the second oldest and the most important. The port serves a very large hinterland covering practically all the States and is therefore rightly referred to as the Gateway of India. In 1983, for the second year in succession, the port accounted for one-fourth of the total cargo handled by the 10 major Indian ports. The quantum of 25.37 million
tones (mt) cargo, against 100.5 mt. handled by all the major ports together was an all-time high for any port and accounted for 150 percent capacity utilisation which, again, was the highest. Compared to the previous year when it handled 23.57 mt., the port achieved an annual increase of 7 percent in the quantity of cargo handled.²

The port of Mumbai has been the principle gateway of India. Its strategic location is a key factor in its favour. It lies mid way along the West Coast of India and is gifted with a natural deep-water harbour of 400sq.kms protected by the mainland of Mumbai on its west. The deep water in the harbour provides secure and ample shelter for shipping throughout the year.

Port facilities:

Mumbai Port is a fully integrated multi-purpose port handling containers ro-ro, dry bulk, liquid bulk break bulk cargo. The port has extensive wet and dry dock accommodation to meet the normal needs of ships using it.

5. New Mangalore Port:

Hey Indiral Wouldn’t you visit my ship?” hailed from gangway the grand old lady of Indian shipping. Smt Sumati Morarjee. It was January 11, 1975. The day was bright and cheery and the soft breeze laden with sea salt. The Prime Minister was going round the New Mangalore port before its
formal inauguration. The path she was to take was rigidly laid down and there were security people all around. But Smt Indira Gandhi graciously detoured, boarded the ship of the Scindia Steam Navigation Company Ltd. and spent a few minutes with the old lady.10

The inaugural function was held in a pandal tastefully decorated with the festoons of local leaves. Shri Kamlapati Tripathi, Minister of Shipping & Transport and Devraj Urs, Chief Minister of Karnataka were among those on the dias. The chief engineer and administrator H.K. Panditaradhya – unfortunately no more – and his colleagues had a deep sense of fulfillment. Besides the distinguished guests representing government, industry and the shipping interests, were a large number of workers who had toiled hard to construct the port.

New Mangalore is the first deep-sea all-weather major port of independent India which was conceived, designed and constructed entirely by Indians.

Mangalore has emerged as the gateway port of Karnataka, catering to the growing needs of its vast hinterland covering the whole of Karnataka and ports of Andhra Pradesh and Kerala. The port is well connected to Bangalore and Chennai. The Konkan railways, which links Mangalore and Mumbai is a boon to the port and its hinterland.
In March 2000, container traffic was reintroduced and the vessels started calling regularly at the port. Containers were discharged in record time with conventional method of handling. The Port proved its potential to handle container vessels with quick turnaround.

Facilities of the Port:

The port has seven cargo berths, one ore berth, one oil jetty, one crude oil jetty and virtual jetty.

6. Chennai Port Trust:

The Madras port has been going through extensive expansion and modernization over the past few years. It has become a "fascinating facility" as one admirer noted in the visitors' book of the port. An imaginative and dynamic chairman has constructed a tower from where one can have a panoramic view of the entire port complex. The room on the top has maps, graphs and charts as well as a lighted layout where various phases of growth and development can be identified by pressing appropriate buttons. And from that vantage point the Bay of Bengal, the Bharathi dock, the Jawahar dock, the breakwaters, a beehive of the port complex, all lie easy on the eye in proper perspective.11

In fact Madras port is an excellent example of perspective planning. In some of other ports, development was dictated by the exigencies of the
situation. A demand was first created, steps to meet it were taken up later, generally suffering from a time lag. When trade pattern changed or traffic increased, fresh facilities have been created. Madras, to give the credit where it is due, has normally been one step ahead.

7. Cochin Port:

The Cochin port has acquired the name of “The Queen of the Arabian Sea” or “Venice of the East”. It specializes in trade of all types, any season of the year, or to any part of the world available to all the major countries of Europe besides USSR, USA, Japan, Far East, Africa, Australia and New Zealand. The port lies in a region which was one of the pioneers in the maritime history of India but itself is an outcome of a geographical accident. As such, the port belongs to an ancient area but is of modern origin. It now receives nearly a thousand ships annually carrying a total cargo of over 5 million tones and contributing about 10 percent annually on an average to foreign exchange earnings of the country.12

The port handles the largest share of the country’s marine exports in refrigerated containers. It is the first Indian port to receive container vessels in and since 1973. A premier port which readily absorbed technological innovations in cargo handling, it adopted quite early modern methods like preslinging and palletisation to reduce costs and ensure quicker turn round of
ships. It is one port which does not suffer from congestion problems. Main imports are POL, fertilizer and its feed stocks, iron, steel, machinery, cashewnuts and miscellaneous general cargo. Coir products, tea, cashew kernels, refined petroleum products, marine products, coffee, spices and timber form important exports.

Cochin Port’s strategic location on the South-West coast of the India and positioned at the crossroads of the East-West Ocean trade, makes port a natural gateway for the vast industrial and agricultural produce markets of the region.

The hinterland of the port extends over the whole of the state of Kerala and ports of the states of Tamil Nadu and Karnataka. And 97 percent of the total traffic originates in Kerala.\textsuperscript{13}

8. Tuticorin Port:

Tuticorin port strategically located very close to major international sea routes. It is well connected to various trade centers within Tamil Nadu and the neighboring states of Kerala, Karnataka and Andhra Pradesh by national and state highways. The port is also linked to the broad gauge railway system of the country. It is one of the most modern ports in the country offering facilities on par with international standards, especially in container handling. The port is the gateway of the South, ranking 3\textsuperscript{rd} among the major ports in
terms of volume of the cargo handling with several development projects in the pipeline, the port is set to become a hub port of the east coast. Chennai port is unique in providing handling facilities for all types of cargo.\textsuperscript{14}

9. \textbf{Kandla Port:}

The State of Gujarat has the distinction of having the most ancient port of India known so far at Lothal. The State has a large number of minor, intermediate and major ports and has been in the forefront of the maritime history of the country from times immemorial.

Gujarat is the first state in the country to set up a Maritime Board in 1982. During the Sixth Five Year Plan period, it incurred an expenditure of Rs. 49 crore on the development of ports lying on a coastline of over 1600 km. Gujarat has 39 ports of various descriptions which, on an average, handle 3.2 million tones of traffic every year. The traffic tonnage rose to 4.1 million tones in 1983-84 and was likely to cross 4.2 million tones in 1984-85.

Kandla port plays a major role in the international trade of the country. Having notched up a string of success, it has emerged as a forerunner, and has carved a niche for itself, by its steady growth and economy of operations.

Maximum output, excellent infrastructure, all round services and cost-effectiveness are the major strengths of Kandla Port. A gateway to northwest India due to its unique location advantage, it provides an access to the vast
hinterland of one million sq. kms, stretching up to Jammu and Kashmir by meter gauge and broad gauge railway system and National highway.15

10. Marmugao Port:

“Our struggle for independence did not end till the colonial domain over Goa was ended,” declared Prime Minister Jawaharlal Nehru in Lok Sabha introducing the Constitution (12th Amendment) Bill after the liberation of Goa, Daman & Diu on December 19, 1961. He added, “The Portuguese were the first to come to India, yet they are the last to leave. Now we are justified in feeling a sense of satisfaction and gratification that the last trace of colonialism has disappeared from India.”

It was in 1498 that for the first time a naval power with its base in Europe entered the Indian waters. When Vasco Da Gama landed at Calicut he claimed for his masters the sovereignty of Indian seas and came in clash with the powerful ruler of Calicut. Withdrawing from the port, he established himself at Cochin whose ruler, owing to his rivalry with the Zamorin, gave him support. After his successor, Alfonso Alvbuquerque, could not reduce the Zamorin, he attacked and occupied Goa and its vicinities in 1510.

Marmugao Port is one of the oldest Indian Port on the West Coast of India with a fine natural harbour. It is the premier iron ore, export-oriented Port of India with an annual throughput of over 15-18 tonnes of iron ore traffic.
The introduction of the Konkan Railway and the conversion of the existing south central railway line (meter gauge to broad gauge) have facilitated easy access to the port from any port of the country.

Problems in Ports:

Ships and the traffic choose port of their choice based on the last ship waiting/productivity, quick discharge, besides destination of cargo. In a Port, the berth should wait for ships and not the reverse.

Some of the problems at Indian Ports

- Ships have to wait long at the roads for berthing.
- The low productivity increases ship berth day compared to international ports.
- Handling is labour intensive, hence susceptible to the low productivity and whims of labour.
- Desire to change the outmoded and traditionally followed system is lacking for the fear of loosing jobs by employees.
- Available equipment is outdated and hence has low efficiency.
- Demurrage is caused non-movement of cargo for various reasons, which is not a healthy operation.
- Demurrage results in non-clearance of cargoes of user agencies that utilizes ports as warehouses.
- Due to night navigation, which is not available at certain ports, leads to awaiting daylight.
- Adequate and proper cranes are not available for handling containers.
Absence of proper maintenance of cranes and cargo handling equipment.

Computerization in handling and various administrative processes are lacking and hence time consuming.

Road links are insufficient.

The railways don’t provide adequate rakes for fast evacuation of cargo/containers.

Storage facilities are insufficient.

Absence of proper coordination, cooperation and the restrictions imposed by the customs authorities for quicker dispensation of documentation and goods.

Decision-making is delayed due to non-delegation of power, where power is available, there is slackness to accept responsibility.

**Remedies:**

- Increase the productivity by substitution of labour intensive operations by mechanization.
- Replace old equipment to modern hi-tech system.
- Introduce automation for efficient control.
- Streamline the maintenance of equipment and construct adequate berths.
- Dredging of channels to cater for deep drafted vessels.
An Overview of Visakhapatnam Port Trust:

Visakhapatnam Port Trust is one of the eleven working major ports of India. It is ideally located almost midway between Kolkata and Chennai (880 kms from Kolkata and 780 kms from Chennai) at latitude 17 41’ N and longitude 83 18’E serving a vast and rich hinterland. The port is a natural port endowed with the deep-water basins and has been serving a vast and rich hinterland comprising of Andhra Pradesh, Orissa, Maharashtra and Uttar Pradesh.

The port was kept open for traffic on 7th October 1933 while it was officially declared open on 19th December, 193 by the Governor General, Lord Willington, in the beginning the port had only 3 berths (EQ1 to EQ3) with total quay length of 488m having a draft of 8.7m. It handled only 1.3 lakh tons of traffic it has been one of the loading Major Ports of India and has been playing a vital role in fostering the countries foreign trade of economic development. Originally it was conceived as an outlet for Manganese Ore exports in 1933.

Historical Background:

The British rulers as far back as 1858 spelled the need for development of a port in this natural bay and the first detailed report was published in 1877. however this proposal was temporarily due to the advent of the First World War.
During 1922, Bengal – Nagpur Railway received the proposal of Col. Cart Wright Reid of British Admiralty for construction of an Inner Harbour at the mouth of river Megadrigedda. The actual construction of the Port was commenced only in 1927 and it was opened to ocean traffic on 7th October 1933 with the arrival of a passenger ship SS Jala Durga. The port was formally inaugurated by His Excellency Lord Willington the then Viceroy and Governor General of India on 19th December 1933. The saga of the construction of the harbour by particularly forming of entrance channel by sinking of old ships Janus and Wellesdon with concrete stones from a breakwater instead of building a wall in the sea were all feats in engineering and are subjects of discussion even today. Mr. W.C. Ash and Mr. D.B.Ratternberry were the engineers who played permanent role in constructing the beautiful harbour.

Growth of the Port:

Planned development of the port started with the commencement of our country’s five-year plans. Huge investments were made during different five-year plan periods for procuring more facilities. Such as construction of additional berths, shed, ware-houses, open stacking spaces, development of road and rail network to meet the increased equipment of the trade. Thus, Visakhapatnam Port was carved a place of prestige, in the realm of ports by having a number of developments with a humble beginning.17
First Five-Year Plan:

The Visakhapatnam port was allotted Rs. 1.36 lakh at the time of First Five Year Plan i.e., 1951-56 for the better functioning of the said plan. The port has undertaken the essential works of construction of transit sheds, reclamation of R-ores, four along side berths and cargo handling facilities were strengthened.

Second Five-Year Plan:

For the Second Five Year Plan a sum of 4.03 lakhs were allotted to expenditure of the plan. During this period the Visakhapatnam Port Trust has extended the broad gauge, narrow gauge and dry dock by taking developmental activities construction of oil wharf consisting of oil berths OR-1, OR-2 and the procurement of electrical cranes, larger launches and so on were also taken up by Visakhapatnam Port Trust during this period.

Third Five-Year Plan:

An amount of Rs. 9.07 lakhs during the Third Five Year Plan was taken as the plan expenditure. The following were some of the developmental programmes, which were undertaken by Visakhapatnam Port Trust under his period for the procurement and for better placement. The Visakhapatnam Port Trust has undertaken the work of construction of two deep drafted mechanize or berths, handling plan for handling ore mechanically construction of partial
bridges (rail and road) connecting roads across swamps too undertaken by Visakhapatnam Port Trust.

Annual Plans (1967-69):

Under the period of annual plan 1967-69 the plan expenditure was decreased to Rs.6.54 lakhs decreasing the period of this plan. Several developmental activities on construction of roads, fly over bridges, remodeling of North holding yard, rail. Construction facilities to serve the western ore of the port bay jetty for dredgers, R&D yard, administrative of five building, attention and modification of the procurement of fabric life truck were undertaken by the Visakhapatnam Port Trust.¹⁸

Fourth Five-Year Plan (1969-74):

An amount of Rs.6263 lakhs was the allotment to plan expenditure during the Fourth Five Year Plan 1969-74. The major development program was the construction of outer harbour under this period.

Fifth Five-Year Plan (1974-79):

During this plan various development programmes were undertaken with the amount of Rs.6588 lakhs. For giving the better privileges or benefits to the employees the port had provided shelter to its employees by undertaking the construction of quarters. It had also taken up the work for the improvement of port and railway system. Construction of second storage to transits shed
number 2 balance miscellaneous works outer harbour projects, initiations or work installation of dust supervision equipment for ore handling complex were too undertaken at this time.

Sixth Five-Year Plan (1980-85):

The total expenditure of this plan was Rs.5734 laksh various activities for the development of the Visakhapatnam Port Trust an installation of third wages tipples, construction of additional moving berth, procurement of shipping lingo of bool and pull 28 tonnes electric wharf cranes, construction of general cum talk cargo berth construction of oil berth is the outer harbour having the capacity of accommodation of 150000 DWT at a cost of Rs.110 crores and iron ore loading facilities were augmented to load iron ore at a rate of 8000 tonnes per hour.

Seventh Five-Year Plan (1985-90):

During 1985-90 under the plan, the lumpsum expenditure stood at Rs.5734 lakhs. The Visakhapatnam Port Trust converted the W1-2&3 berths into regular quay having the price of establishment of Rs.13.46 crores, upgrading iron ore carrier, procurement of 30-ton ballord shipping tug in replacement of tug “Arjuna”. Procurement of 30-ton ballord pull shipping tug in replacement of tugs “Nagarjuna & Dolphin”, procurement of high power locomotive as replacement.
Eighth Five-Year Plan (1992-97):

The establishment expenditure during this plan is Rs.250,000 lakhs. The Visakhapatnam Port Trust has undertaken a number of developmental activities during this plan. It is proposed to take necessary steps for the procurement of four numbers electric wharf cranes of 10-15 tonnes capacity, one dredger for sand-by-pass, procurement of two shipping tugs of 30 tonnes each ballord pull, container handling equipment together within 45 ton top lift carrier two numbers BEML loader one number of 4000 TFH bucket wheel relines and one number of 100 MT capacity each twin tippler.19

Harbor facilities in Visakhapatnam Port Trust:

Inner Harbour:

The port has inner harbor functionary since 1933. The inner harbor has 12 quay berths i.e., multi-commodity berths (EQ 1 to EQ 7,) (WQ 1 to WQ 5) 2 oil berths, (OR1, OR2), one fertilizer berth.

Outer Harbour:

The port has outer harbor functioning since 1976. It has protected tranquil basin of 200 hectares encompassed by a set of break water of length 3.025 kms on the eastern, southern and northern sides of the basin.

Fishing Harbor:

The Visakhapatnam Fishing Harbor adjacent to the outer harbor was commissioned in 1978. It occupies prime place among the fisheries harbor in the country.
Port Railways:

Visakhapatnam Port Railway system started functioning since November 1966 after assumption of full responsibility for Railway commercial work in the port. It is functioning as a terminal agent for the Southern Eastern Railway and facilities direct receipt and despatch of goods from and to any point of the country.

Dredging:

For the maintenance of the navigable waterways of the port, dredging is required due to the siltation caused by the littoral drift of sand along the coast from south to north. The predominant northern moment of sand due to littoral drift is trapped in the 'sand trap' located at the toe of the Dolphin's nose and thus keeping the entrance channel and outer harbour free of siltation. The material trapped into the sand trap is pumped by sand bypassing system and is used for beach nourishment.

Mechanical Ore-handling plant

A mechanical ore handling plant to load iron ore mechanically was first installed at this port in 1965. The modified mechanical ore handling complex as it stands today consist of three wagons tipplers (two twin wagon tipplers of 2700 TPH Cap and another tippler of 3000 TPH capacity) to tipple the wagons, receiving conveyors (8 Nos.) along overhead conveyor system (4.8kms one way ), 4 bucket wheel reclaimed (three of 4000 tonnes per hour
capacity), a surgeon of 2000 tonnes capacity and a ship loader which moves on rails can negotiate a 210 turn and can dip deeply deep into the hatch of a ship.

The loading conveyors (7nos) are all overhead conveyors running at about 10 to 12 meter above ground level. The conveyors are supported by means of pre-cast frames and are spaced at about 20.0 mc/c a walkway of 1.0m wide is also provided alongside of the conveyor for attending to maintenance. The conveyor is designed to run a speed of 210 mtrs/min. About 600 meters length of conveyor crossing over the town is insulated to eliminate dust and noise pollution.

The iron ore received in wagons is immediately wetted by water spraying system before commencing triple operations. Dust extraction system is installed at wagon tipplers and transfer points. Water is sprinkled on iron ore stacks and at loading points continuously.

**Cargo Handling:**

The port has 25 electrical wharf cranes of capacities varying from 10 to 15 tonnes. 2 Nos. of 50 tonnes of gantry cranes for handling containers, two floating cranes one of 150 tonnes capacity self propelled floating crane “Hanuman”. The mobile cargo handling equipment is utilized for loading the cargo into the berth and for transfer operations such as shifting of the cargo.
from the berth to stacking areas or vice-versa and also for loading of cargos into/from the wagons, lorries etc.\textsuperscript{20}

**Port Administration:**

The port administration has passed through different departments and Ministries of Govt. of India till its transfer to the port trust in February 1964 under the major port trust act 1963 as shown below.\textsuperscript{21}

<table>
<thead>
<tr>
<th>Year</th>
<th>Department</th>
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<tbody>
<tr>
<td>1933-35</td>
<td>Railway Board</td>
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<tr>
<td>1933-36</td>
<td>Commerce Department</td>
</tr>
<tr>
<td>1937-42</td>
<td>Communications Department</td>
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<tr>
<td>1942-44</td>
<td>War Transport Department</td>
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<tr>
<td>1944-46</td>
<td>Defence (War) Department</td>
</tr>
<tr>
<td>1946-56</td>
<td>Bengal Nagpur Railway</td>
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<tr>
<td>1956-64</td>
<td>Ministry of Transport</td>
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<tr>
<td>1964 Feb</td>
<td>Trust, Under Major Port Trust Act</td>
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</tbody>
</table>

The first seventeen years, since 1933 was a period of consolidation and marginal expansion of the port. After facing the ravages of the Second world war, the planned development of the Port started only with the commencement of Five-year plans of the country. Substantial investments were made in successive five-year plans and port facilities were expanded and modernised to meet the requirements of the trade. The major development during the plan periods was construction of outer harbour at an estimated cost of Rs 104.7 crores to accommodate Iron ore carriers of 1 lakh D.W.T and to load Iron ore
at a faster rate to achieve the resultant economic gains of Sea transportation.

Today Visakhapatnam Port is one of the deepest harbours in the country.\textsuperscript{22}

**Objectives and Achievements of Visakhapatnam Port Trust:**

1. For quick turnaround time at ships.
2. For fast clearance of cargos.
3. Cost effective service by exemption of levy on all export cargoes.
4. For regular container feeder services.
5. Am EXIM port and container port being developed.
6. The fastest growing port in the country.
7. Best port performance award in 1988-89 was received.
8. National Safety award was received for achieving the highest growth of 33\% among all major ports.
10. Achieved highest traffic level of 21.5 million tons in 1991-92.
11. Contributed of 41\% in nations incremental growth in the traffic handled by the major ports in 1991-92.
12. By handling a record traffic of 30.3 tons the Visakhapatnam Port Trust stood at second place in the major ports in India.\textsuperscript{23}
Brief Information of Various Departments in Visakhapatnam Port:

1. Administration Department:

The activities undertaken by this department are concerned with the policy makers, Board makers, Legal Makers, Vigilance makers and coordination. It is working under the control of Secretary. Total strength of the department is near about 134.

2. Personnel Department:

The activities undertaken by this Department include Personnel Management along with Industrial relations, Welfare activities, Guest House administration, Training and Development, Public Relations Information and Publications. It is working under the Chief Manager (Operations). The total strength of the department is 175.

3. Civil Engineering Department:

This Department is concerned with plan execution and maintenance of civil engineering works and management of Port estate. It is working under the control of the Chief Engineer (Civil). The chief engineer is assigned by a deputy chief engineer and five executive engineers. This department is incharge of capital and revenue works. It also attends to water supply, maintenance and upkeep of port buildings and stores on permanent day. The chief engineer is the incharge of the Port’s estate and is assigned by the estate...
manager in lease of port land, collection of land revenue, vacation of unauthorised occupants of port land and buildings, land survey also covers under this departments preview. The department consists of 1622 employees.

4. Mechanical Department:

The department is concerned with the plans, maintenance and repairs of mechanical, marine, electrical, equipment and maintenance and operations of mechanical ore handling complex. It is working under the control of chief mechanical engineer. He is incharge of the port workshops, dry dock, supply of electricity in the port. The main function is planning for new machinery for handling cargoes and maintenance and repair of mechanical and electrical appliance and the Chief Mechanical Engineer is incharge of the ore handling plant and is assigned by the plant superintendent. This department also attends to construction of small craft if necessary and creation of plant and equipment connected with day-to-day working of the port. The number of employees are 3975.24

5. Marine Department:

The Marine Department is under the incharge of Deputy conservator, who is assigned by the Harbour Master, the dredging superintendent and pilots. This department looks after the maintenance of heavy equipments in the port, dredging operations, pilotage and shifting and movement of vessels
in the port and to keep the harbour free for sitting and is done by constant dredging, providing pilotage and fire service. The total strength of this department is 1360.

6. **Traffic Department:**

Traffic Department is under the charge of traffic manager who controls cargo handling by sea or land within the Port. It deals with the matters relating with allotment of berths to ships in the port, import and export charges, supply of cranes, lease of covered and opened spaces assessment in collection of landing and shipping fees and other dues as per port schedule charges. Besides this, traffic manager is in-charge of Railway working in the port and the labour handling cargo including over. The watch and war section also is under this control assisted by security and intenquence officer. The other functions of the manager of traffic department of labour department development, commercial transactions and general planning. The total number of staff is 1821.25

7. **Research and planning:**

Head of this department is Director who is assigned by deputy director. This department is created with the object of giving advice to the port trust on matters of involving economic of the port project formulation, evaluation monitoring, forecasting, traffic analysis, trade promotion, data processing etc. the number of employees in this department is 93.
8. **Financial Management:**

Matters relating to financial management compilation and presentation of accounts, internal audit, costing and management accountancy. It is working under the control of financial audit and chief accounts officer. The total strength in this department is 315.

9. **Materials Department:**

Materials management including purchases and issues of stores. It is working under the control of the Chief Materials manager. The total strength in this department is 324.

10. **Medical Department:**

Medical, Health and Sanitation services are the major activities executed by this Department. It is working under the control of the Chief Medical Officer. The total strength in this department is 682.

**Land Mark Achievements:**

**Traffic – Growth:**

The port, which started with a traffic growth of 1.3 lakh tonnes, has made rapid strides and reached 44.685 million tonnes in 2000-2001 thus emerging as top ranking port of the country.
During its 67 years of dedicated service to the maritime transport, the port has attained many landmarks as under:

<table>
<thead>
<tr>
<th>Traffic Growth</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 million tonnes</td>
<td>1966-67</td>
</tr>
<tr>
<td>10 million tonnes</td>
<td>1977-78</td>
</tr>
<tr>
<td>15 million tonnes</td>
<td>1985-86</td>
</tr>
<tr>
<td>20 million tonnes</td>
<td>1988-89</td>
</tr>
<tr>
<td>25 million tonnes</td>
<td>1993-94</td>
</tr>
<tr>
<td>30 million tonnes</td>
<td>1994-95</td>
</tr>
<tr>
<td>33 million tonnes</td>
<td>1995-96</td>
</tr>
<tr>
<td>34.5 million tonnes</td>
<td>1997-98</td>
</tr>
<tr>
<td>36 million tonnes</td>
<td>1997-98</td>
</tr>
<tr>
<td>35.5 million tonnes</td>
<td>1998-99</td>
</tr>
<tr>
<td>39.51 million tonnes</td>
<td>1999-2000</td>
</tr>
<tr>
<td>44.68 million tonnes</td>
<td>2000-2001</td>
</tr>
</tbody>
</table>

**Port Performance and Major Land Marks 2000–2001**

- Highest contributor of 57% of additional throughput of 9 million tonnes handled by all major ports in 2000-2001.
- A clear addition of 5.2 million tonnes of cargo without significant addition to infrastructure.
- Record shipment of iron ore and pallets at ore berth (73.25 lakh tonnes). An achievement of of the OHC in 1976.
- Highest coastal loading of 53.98 lakh tonnes of thermal coal (40.11 lakh tonnes in 1999-2000).
- Highest exports of 180.9 lakh tonnes (previous best exports 152.07 lakh tonnes in 1995-96).
• Highest shipment of 22.70 lakh tonnes of iron pellets in a year (previous best 18.40 lakh tonnes in 1999-2000).

• 4% increase over revised target of 43 million tonnes by M.O.S and 13% increase over 1999-2000.

• Highest imports of 64.94 lakh tonnes of crude oil in a year (46.87 lakh tonnes in 1999-2000).

• Highest transhipment of 94.9 lakh tonnes (crude, POL and Coking coals).

• Highest transhipment of 91.3 lakh tonnes of petroleum products (previous best 76.6 lakh tonnes in 1999-2000).

• Highest movement of 264 lakhs tonnes by Port Railways surpassing the previous best traffic of 242 lakh tonnes moved in 1997-98 by 9%.

• Lowest ever average pre-berthing detention on port account (6.7 hours).

• Lowest ever average turn around time (3.71 days).

• Highest ever berth day output 9799 tonnes.

• Secured excellent grade in the efficiency parameters as per the targets set in the MOU.

• Highest capital expenditure of Rs. 97.44 crores in 2000-2001.

• Highest tippling of 9.54 million tonnes of iron ore by ore handling complex.

• Innumerable national records.

• ISO-9002 certification in August 2000.

• Exceed the target fixed by the M.O.S working group for 2001-2002 in the year 2000-2001 itself i.e one year ahead of the schedule.

• Special appreciation from the Honourable Secretary, Ministry of Shipping for the laudable achievement.
ISO 9002 in Visakhapatnam Port Trust:

The task began with Visakhapatnam Port Trust management defining and documenting its commitment to quality issues progression at Visakhapatnam Port Trust’s centre for HRD and innovatively effective propagation measures like performances of street plays. When the port launched quality as strategic thrust it faced with scores coming forward to be involved key to the Visakhapatnam Port Trust. Success has been top management’s unfailing push to improve, clarification of the purpose of ISO 9002 to each of its employees, and very extensive program. Visakhapatnam Port Trust’s internal transformation strategy can serve solidly as guide past to other ports seeking ISO 9002.

Trade and Development:

♦ For Quick Turnaround time of ships.

♦ For better industrial relations.

♦ For regular container feeder services.

♦ An ‘EXIM park’ and container park being developed.

♦ For the faster growing ports in the country.

♦ National safety award received.

♦ Major contribution in the additional cargo handled by all the major ports.
Welfare Facilities:

Visakhapatnam port trust has been providing various welfare facilities for the well-being of the employees. Those welfare activities undertaken by the port are given below:

Housing:

The port has provided 2083 housing quarters to its employees. In addition to these quarters, 220 quarters has been provided to C.I.S.F, Police and Audit personnel.

Educational Facilities:

Educational facilities are provided to the children of Port employees and their dependents at Port Residential colonies at Saligrampuram and Malkapuram to educate upto 10\textsuperscript{th} Std. There are two primary schools and two high schools at Saligrampuram Residential colony and one primary school and one high school at Malkapuram Residential colony. The primary schools impart education from 1\textsuperscript{st} to V\textsuperscript{th} Std and High schools from VI\textsuperscript{th} to X\textsuperscript{th} Std in addition to the above, there is a a primary school and high school at Sambamurthynagar Residential colony under the management of Visakhapatnam Municipal Corporation in a building provided by Visakhapatnam Port Trust.
Colleges:

A Junior college at Port Residential colony imparts intermediate course. The college offers Education in the preliminary and Final Intermediate study courses with different group of subjects. The medium of instruction is in both English and Telugu mediums.

Children’s Education Allowance:

A scheme of education allowance for the children of Port employees and reimbursement of tuition fees, based on the pattern of Government of India is also being allowed.

Financial Assistance for Technical Studies and Scholarships:

Financial assistance is being provided to the children of Port employees for studies like Intermediate, Graduation, Post-graduation, LEE, LME, LCE, BL, ICWA, CA and Company Secretary courses. The children of Port employees have introduced Merit scholarship for the first three ranks secured in public examinations. The port is sponsoring its employees to I.I.T Chennai for M. Tech course to improve their educational qualifications and to upgrade their skills.

Workers Education Scheme:

Under the workers education scheme, workers and employees are attending the worker-teacher training course organized and conducted by the
workers education center, Visakhapatnam. Financial assistance for incidental expenses is provided to participants besides granting in days special casual leave to attend the industrial study tour. A recoverable advance of Rs 2000 is also granted to these participants.

Recreation:

A culture association called 'Sagari' was constituted in 1970. The association celebrates Independence Day, Children's day and Republic day and conducts regular programs to entertain the employees and public. There is a fully air-conditioned auditorium with seating capacity of 1200 and an open air-theatre with seating capacity of 3,500 where Sagari conducts its cultural programmes. The association promotes Drama, Music, Dance, Literature, Painting and other Arts.

Sri Sarada Mahila Samajam:

The Sarada Mahila Samajam has been established to look after the welfare and recreational needs of ladies and children of Port employees with its sister Samajams at Saligrampuram, Sambamurthynagar, Malkapuram, Harbour Park and Chinamushidivada.

Visakhapatnam Sports Council:

Visakhapatnam Sports Council organizes several games, departmental and inter-departmental sports regularly. The sports recruits sportsman, and
woman to improve the standard of teams for participation in sports activities. A sports and cultural complex is located in an elevated position on 45 acres land. An outdoor stadium was also inaugurated in 1993 to cater to the needs of the Port and the Public. The stadium has a general seating capacity of 11,000. There are provisions for organizing cricket, Football and Hockey Matches.

Medical Facilities:

The port has a well-equipped hospital at Saligrampuram Housing colony. Round the clock Ambulance Service facility has been provided at Port area dispensary and the Golden Jubilee hospital. There are six dispensaries at the port area, Sri Sambamurthynagar, Saligrampuram, Malkapuram and Chinamusidivada.

Organisation Set-Up:

The Visakhapatnam Port Trust is created under an Act of parliament viz., The major Port Trusts Act, 1963. The Visakhapatnam Port Trust Board is a body corporate having perpetual succession and common seal. The members of the Board are appointed by Central Government, Ministry of Transport as per the provisions of Major Port Trust Act, 1963. A Chairman and Deputy Chairman Appointed by the Central Government. VPT has been functioning under the directions of Chairman. At present there are 10 Departments under the control of Secretary and Heads of the various Departments of VPT.
ORGANISATION CHART OF V.P.T

CHAIRMAN

Dy. CHAIRMAN

Director
(R&P)

Deputy
Conservator
(Marine Dept.)

Traffic Manager
(Traffic)

Director
(E&A C.A.O)
(Accounts Dept.)

C.M.M. (Materials
Management Dept.)

C.M.O
(Medical Dept.)

Secretary
(Admin)

Manager
(Oper)

Chief Engineer
(Civil Engg. Dept.)

Policy
Board
Legal and
Vigilance
Matters
Coordination

Personnel
including IR
Welfare Guest
House
Administration
Training and
Development

Plan
execution and
maintenance
of Civil Engg
Works.

management
of port estate

Pilotage
Dredging Port
Conservation
and fire
services

Shipping
cargo and rail
traffic
operations
commercial
matters.

labour
deployment
and trade
promotion

Management
services
composing
Ms. Port
satisfaction
various port
operations,
planning and
project
formulation,
evaluation,
monitoring
and electronic
data
processing
information
and
publications

Financial
management
compilation
and
presentation
of accounts,
internal and it
costing and
management
accounting

Materials
Management
including
purchase and
issue of stores

Medical and
health service

Plan
execution and
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Medical and
health service
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5) Ibid, p.5.
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22) Ibid, p.32.


