Chapter - 20

Transport

Transport means to carry passengers and goods from one place to another place. The means of transportation plays an important role in the industrial and agricultural development of a country. As the blood arteries work in our body similarly the means of transport are important for development in a country.

The density and modernization of transport system is an important indicator of economic development of a country. India is a vast country that has natural, economic, social or other diversities. Transport has the significant role in binding the diversities into unity. The agricultural and industrial products reach the consumers through transport. (Chart 20.1) shows the classification of means of transport.

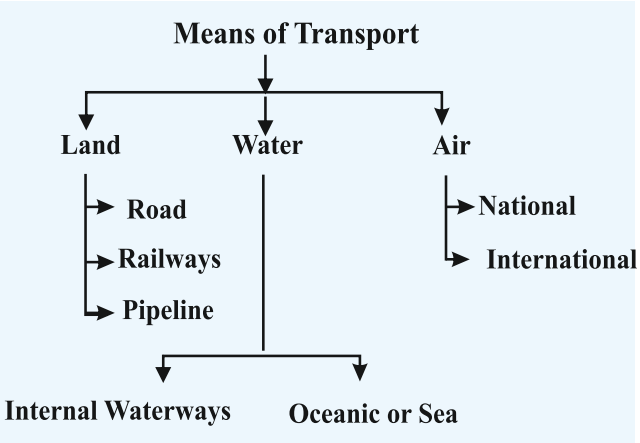


Chart 20.1 : Means of Transport

Factors affecting the development of transport system :

India is a vast country where all sorts of diversities are present. Means of transport, their density and distribution is controlled by several factors. The factors affecting the transport system are as follows:-

1. Physical factors : More than 50% of the rail route is in northern India. Kaccha roads are mostly in northern plains while puccka roads are in plateau areas.

2. Cultural factors : There has been less development in the western desert. This is an area of low population inhabitation.

3. Economic factors : The development of transport routes is more in areas where minerals and industries are present in abundance.

4. Strategic factors : Development is done for the safety of the borders, to meet the requirements of the soldiers and to transport the military equipments. We failed to face the attack of China in 1962, due to the lack of adequate means of transport.

5. Political factors : The government policy and political will power and purpose also have an impact on transport development.

Road Transport :

The importance of road transport remained the

important since ancient time in India. It is the backbone of the other means of transport.

The excavation of Mohan Jodaro and Harappa, proved that there were gravel roads in India even 5000-8000 years ago. Chandra Gupta Mourya constructed the road to connect Pataliputra to the north western frontier, that was gravel road and had proper water drainage system. King Ashoka also expanded this road and reformed other national routes.

Between 400 to 300 BC, internal trade was done through two routes in northern India. That extended from Patliputra to Kabul-Sind valley. In 700AD the Chinese traveler Taosan has mentioned three main trade routes between India and China.

Sher Shah Suri built the grand trunk road from Dhaka to Lahore via Varanasi, Agra, Delhi reaching the river Sindhu. It's branches extended from Agra to Jodhpur, Agra to Indore and Lahore to Multan and Agra to Chittorgarh.

The British Govt. also built the roads in India but after arrival of rail transport, they gave more importance to the development of rail transport as compared to road transport.

The development of road transport has been at a fast pace after independence. Based on the available data the total length of roads was 48.85 lac km in 2015 which comprises 80% of the total transportation in the country.

Importance of Road Transport :

1. Access to the house of consumer.
2. **Prevalence :** Construction of roads is possible on undulating terrain, desert and all types of landforms.
3. **Helpful in agricultural development :** Helps in transporting agricultural equipments, seeds compost and surplus production to the market.
4. **Flexibility :** Passengers and goods can be boarded from any place.
5. **Facilitates the transportation of perishable goods:-** Helps in the supplying milk, vegetables, fruits to the demand areas.
6. The construction and maintenance cost of roads is less than any other means of transport.
7. Ideal mean of transport for short distance.
8. Road route is always suitable during war, drought and natural calamities.
9. The popular means of transport for all round development of rural India.
10. Helps in the development of small to heavy industries.

Types of Indian Roads :

From the point of view of use and importance of road routes they can be divided into five types-

1. National Highways
2. State Highways
3. District roads
4. Rural roads
5. Border roads

1. National highways : The construction and maintenance of the national highways is under the control of the central government. In 1950-51, their length was 19700 Kms which is now 100475 Km. There are 293/223 national highways in the country. The length of national highways is 1.7% of the total road length in the country. These roads carry 40% of the traffic.

Fig. 20.1 (a) : National Highways

INDIA
National Highway Development Project

Map 20.1 : National Highway Development Project

Fig. 20.1 (b) : National Highways

Golden Quadrilateral project : It is one of the ambitious plans of former Prime Minister Atal Bihari Vajpayee. Under which 5846 kms long, 4 and 6 lanes highways are included which connect four metro cities of Delhi-Mumbai, Chennai-Kolkata. After its construction, the time, distance and cost of transport between metro cities is greatly reduced.

North South and East West corridor : The north-south corridor aims to connect the long route of 4016 kms from Srinagar of Jammu & Kashmir to Kanya Kumari (Tamilnadu). East-West corridor aims to join Silcher in Assam to Porbandar in Gujarat by a 3640 kms long road.

BOT (Built Operate and Transfer) : Due to the heavy pressure on road routes and inadequate budget allotment for road development, national highways started Built, Operate and Transfer (BOT) projects in private sector.

(1) Express Highway : 5 express highways have been built in the country - (a) Mumbai-Santacruz , (b) Mumbai-Thane, (c) Kolkata-Dam Dam, (d) Paradip-Sukindhkhan region, (e) Durgapur-Kolkata highway.

(2) State Highways : The construction and maintenance of these roads is done by the state government. They connect the district headquarters to the state capital. These roads are connected to national highways. In 2010-11 the length of these roads were 163.9 thousand kms that was 4% of the country's total length of roads.

(3) District Roads : It connects district headquarter with other places of the district. Their total length is around 4.7 lac km, which is 14% of the country's total road length.

(4) Rural Roads : The Pradhan Mantri Gram Sadak Yojana is in progress for connecting rural areas with cities and towns by rural roads. Approximately 80% of India's total roads are rural roads.

(5) Border Roads : In 1960, Border Roads Organization was set up. The main object of the organization was to promote the construction of roads in the border areas. From 1960 to 2005 organization has completed the construction of 40450 km long roads out of which 35577 km long roads are pakka road. The Border Road Organization has also constructed the world's highest road from Ladakh to Leh.

Rail Transport :

Indian railways is the country's largest nationalized undertaking. It is the vital means of transportation to support the development of all sectors of the Indian Economy. (agriculture, industry, trade, services).

Rail transport has played a significant role in setting up and maintaining national security, peace and geographical and cultural unity.

Development of Railways in India :

The world's first rail line was opened in England in 1825. First rail in India ran for 34 km on April 16, 1853, between Mumbai and Thane. After the revolution of 1857, the British did a rapid development of railways to keep their grip on the administration of India, to help in foreign attacks and to meet the interests of England.

With large rail route, Indian Railways is Asia's largest and second largest railway system in the world.

According to 31 March 2015, Indian Railways

have 10822 Engines, out of which 43 are steam engines , 5741 diesel engines and 5065 are electrical engines.

The numbers of railway stations in country is 7112. 13.26 lac workers are employed in Indian Railways.

Table 20.2 : Rail Route Development in India (1950-51 to 2012-13)

Year	Length of Rail Track (km)
1950-51	53,596
1960-61	56,247
1970-71	59,787
1980-81	61,240
1990-91	62,367
2000-01	63,028
2010-11	64,015
2011-12	64,415
2012-13	64,600

Administrative System of Railways :

Indian Railways is operated by the central government. In 1949, there were 9 National and 28 princely states railways in the country and by nationalizing in 1950 eight rail zones were formed.

By an Act of 1966, they were divided into 9 railway zones. Indian Railways is continuously progressing on the path of progress and the network of railways is growing dense. Due to the rapid increase in passengers and freight traffic, the need for organization of railway zones was felt, and since 1st April 2003, 16 zones are working.

Table 20.3 : Rail zones of Country

S.No.	Name of zone	Headquarters
1	North Railway	New Delhi
2	North-Eastern Railway	Gorakhpur
3	North East frontier Railway	Malegaon (Guwahati)
4	North Central Railway	Allahabad
5	North Western Railway	Jaipur
6	Eastern Railway	Kolkata
7	South Eastern Railway	Kolkata
8	East Central Railway	Hazipur
9	East Coastal Railway	Bhuwneshwar
10	South East central Railway	Bilaspur
11	Central Railway	Mumbai Central
12	Western Railway	Churchgate, Mumbai
13.	Western Central Railways	Jabalpur
14.	Southern Railways	Chennai
15.	South central Railway	Secundrabad
16.	South western Railways	Hubli
17.	Metro Railways Kolkata zone	Kolkata*

*A declaration of zone on 25 December 2010. It has only one division.

Distribution of Indian rail routes

The distribution of Indian railways is unequal. In some areas the railways are not visible whereas in other areas, there is a dense network of railways.

(1) Areas of Dense Railway Network : In the Northern plain of India, half of the country's rail route network is spread between Amritsar and Kolkata. The main centre is Delhi.

(2) Distribution of Rail routes in South India : Due to the plateau and undulating surface, proper rail route could not be developed.

(3) Areas of sparse Rail routes : The development of railways is low in Western Rajasthan, Himachal Pradesh and North Eastern hill region.

Indian railways are rapidly modernizing. The important facts of Indian railways have been described in detail-

- **Gatimaan Express**

The Railway minister flaged off the Gatimaan express train from Hazrat Nizamuddin station on

Map 20.2 : India - Major Rail Routes

April 5, 2016 which will cover 187 kms distance in 100 minutes, upto Agra Cantt. 12049-12050 Train will be the first high speed train of the country. Besides security train will also have an rail-hostess and will be equipped with Wi-Fi and modern technologies.

- **Shan-e-Punjab Express**

This train will run from Amritsar to Delhi. Inaugurated on April 8 2016, all 21 coaches will have CCTV cameras.

- **Him Sagar Express**

Covering the country's longest distance 3729 km, it runs from Kanya Kumari to Jammu Tavi.

- **Telgo Train**

There is a plan to run the Telgo Train on two routes.

(1) Delhi-Mumbai Telgo train will be run on a 1385 km long rail route with the speed of 150 km per hour. There is a plan to start it by the end of 2016.

Besides these two stations, it will stop at Kolkata. The trial has been completed in August 2016.

(ii) Mathura-Palwal rail will run at 180 km per hour speed.

- **Bullet Train in India**

After the Mumbai-Ahmedabad rail route, the government has decided to run bullet trains for 3 more cities from Delhi.

(1) Delhi to Lucknow : The journey of 500 km will be completed in just 1 hour 45 minutes.

(2) Delhi to Varanasi : 792 km journey will be completed in 2 hours 40 minutes. Approximate expenditure will be rupees 43 thousand crores.

(3) Delhi : Kolkata The distance of 1513 km would be completed in 4 hours 56 minutes. The estimate cost would be 84 thousand crores rupees.

- **Country's First Railway University**

The announcement was made in Rail budget of 25 February 2016 for setting up a railway university in Vadodara (Gujarat)

- **Indian Railways in World Heritage**

(1) Mountain Railways (Darjeeling-Himalayan Railways)- 1999

(2) Nilgiri Mountain Railways- Included in 2005

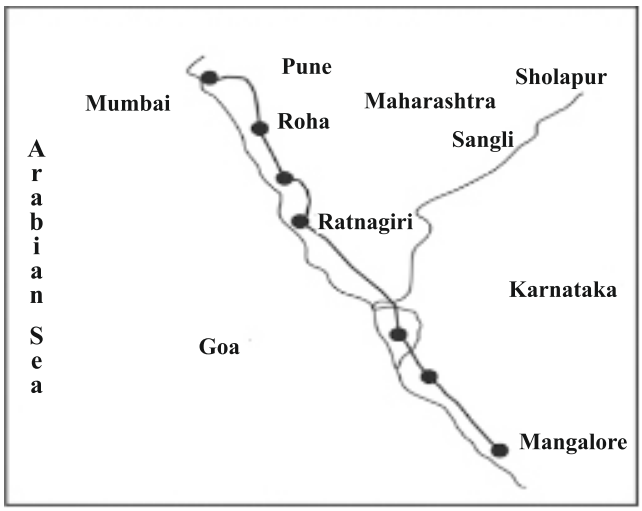
(3) Kalka-Shimla Railway - Included in 2008

- **Front Corridor Project**

The connectivity of four Metropolitan cities (Delhi, Mumbai, Kolkata, Chennai) of the country under the dedicated freight corridor project is the most ambitious project of Indian railways.

- **Konkan Railway project**

The country's prosperous western coastal region was deprived of the railway services till 26 January 1998. At an uneven land having thousands of small big river valleys, it was impossible to construct a rail route. Indian engineers made this impossible work, possible. This route is 760 km long from Roha near Mumbai to Mangalore. There are 2000 bridges (179 big ones) and 91 tunnels (one tunnel is 6.5 km long) and 2065.8 meters long bridge on the Shrawati River.



Map 20.3 : Konkan Railway

- **Metro Rail**

The metro rail in India began with the Kolkata metro station in 1972. After this the Delhi Metro, Bengulru Metro, Chennai metro, Hyderabad metro, Jaipur metro have been started. It is a high speed railway service within the city.

- **Mono rail**

The country's first mono rail began on 1st February 2014 in Mumbai.

Air Transport

Air transport is the fastest, expensive and most modern means of transportation. Air transport is an important means for quickly covering long distance in the vast area and industrial and commercial centres. Along with it, it is the best medium to access remote distant places and for providing relief during natural disasters.It started in India with the first flight between Allahabad and Naini in 1911. But the real development started only after the First World War. The responsibility of providing air transportation facilities in the country (India) is of Airport authority of India. The authority is managing 127 airports including 97 domestic airports and 25 civil airport terminals and 23 International airports. India has done Aeronautical agreement with 57 countries.

In 1953, India's air transport was nationalized and all companies came under two newly formed corporations, Indian air lines corporation and Air India. After this Vayudut and Pawan Hans limited were set up for inter-state air transportation.

Since 1 March 1994, the monopoly of Indian air lines and air India has been finished. But after the merger of the public sector Indian air lines and air India the company called The National Aviation Company of India has been formed. But this company provide service under the name of Air India.

Airways of Air India

From Kolkata to Delhi Mumbai-Cairo-Rome-Dusseldorf-Geneva-Paris-London goes to New York. In the east, it goes to Rangoon-Hong Kong, Shanghai, Pyongyang, Seoul and Tokyo.

- **Green Field airport**

Rajiv Gandhi International airport of Hyderabad is the first green airport in Asia. In July 2012, the permission to develop the Jodhpur airport as a green field was given by the Indian air force. Green airport means such air port where methods are used to reduce carbon emission.

- **Green field air port in the North Eastern region**

AAI has adopted the plan to build green air field airport in the North Eastern region. In Sikkim, the work of Veruyang airport costing 309.46 crore has begun. The construction of green field airport is possible in Chetu (Nagaland) and Ita nagar (Arunachal Pradesh).

Indian airports can be divided into 4 categories.

(1) International airport : The main are- Indira Gandhi International Airport of Delhi, Netaji Subash Chandra Bose airport (Dam Dam) of Kolkata, Santacruz of Mumbai (Chhatrapati Shivaji) airport. Chennai's Meenambakkam airport, Ahmedabad, Hyderabad and Bangalore.

(2) Large airport : Jaipur, Lucknow, Nagpur, Varanasi, Agartala airports are included in it.

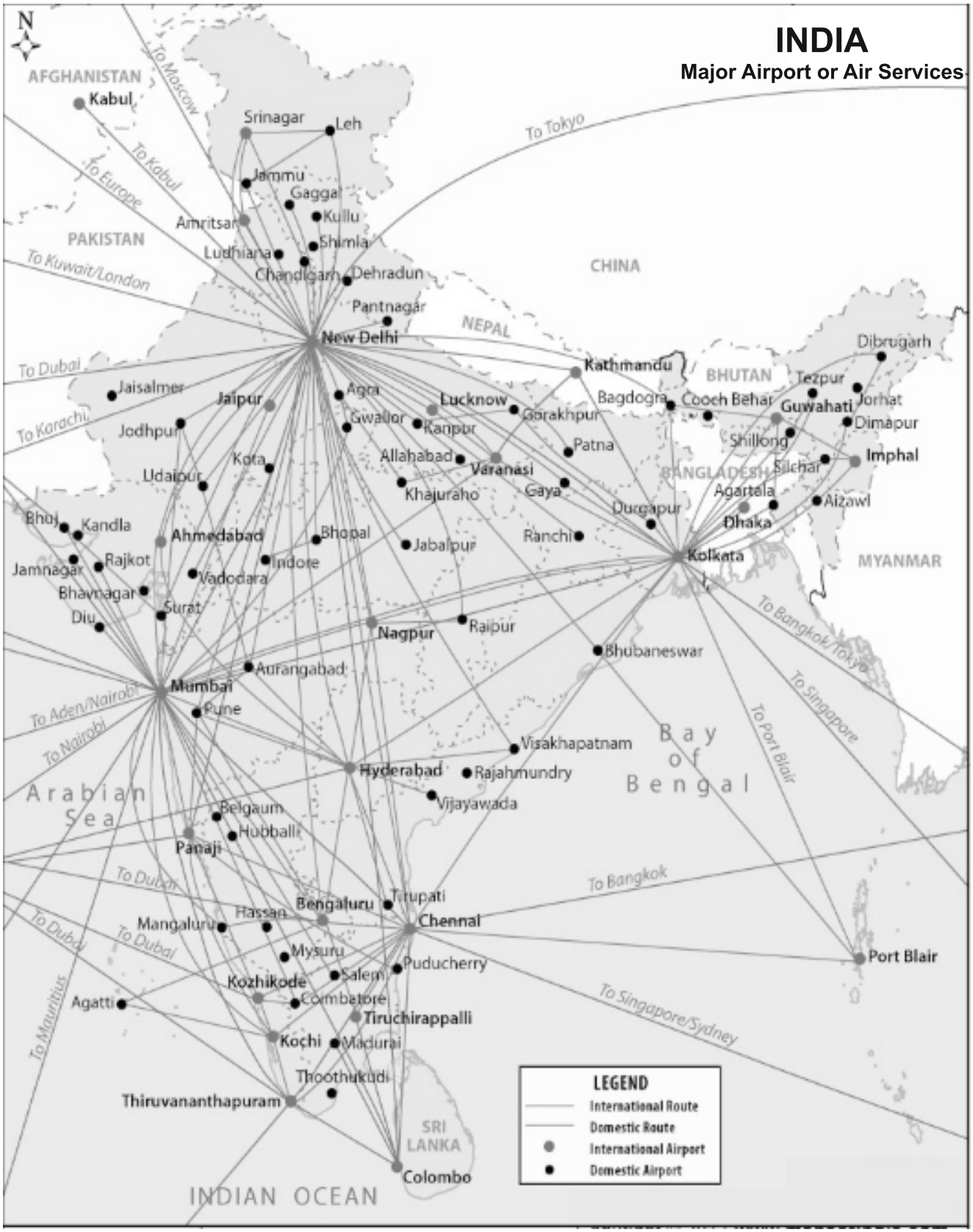
(3) Medium category : Allahabad, Aurangabad, Bhuvaneshwar, Bhuj,Gaya, Gorakhpur, Indore etc.

(4) Small air ports : Akola, Satna, Sholapur, Jodhpur, Jabalpur, Bilashpur, Jhanshi etc are included.

- **Favourable conditions for the development of air ports**

(1) Vast size of India

(2) India's location is on the major air routes of the world.



Map 20.4 : India's Major Airport or Air Services

Fig. 20.2 : Air Transport (Demostic & International)

(3) There is enough aluminum available for aircraft manufacturing.

(4) Technical knowledge is also available for the manufacturing aircraft.

(5) Availability of flat and hard land for the airport construction.

(6) Large population of country.

(7) Economic development of the country.

(8) Vast size of the tourism industry.

There are many other factors which play a role in the development of air transport.

- **National Civil Aviation Policy- 2016**

Country's first national civil aviation policy to promote domestic aviation declared on June 15, 2016. The main aims of this policy are-

(1) In case of civil aviation, make the nation from the 9th to the third largest market by 2022. Presently the place of India is 9th in passenger's earnings.

(2) To increase domestic ticketing in the year 2015 from Rs 8 crore to Rs 30 crore.

(3) For commercial flight, to increase the number of airports from 77 in 2016 to 127 in 2019.

(4) Increase the quantity of cargo goods by four times to 10 million tons by 2027.

(5) Access of the air services to the common man.

(6) To develop green field air ports and helicopter bases.

(7) By the year 2025, to ensure the availability of quality certified 3.3 lakh skilled workers.

(8) Flexible and open 'open sky policy' and code sharing agreement.

(9) Easyness of rules, process and easy access to business by e-governance.

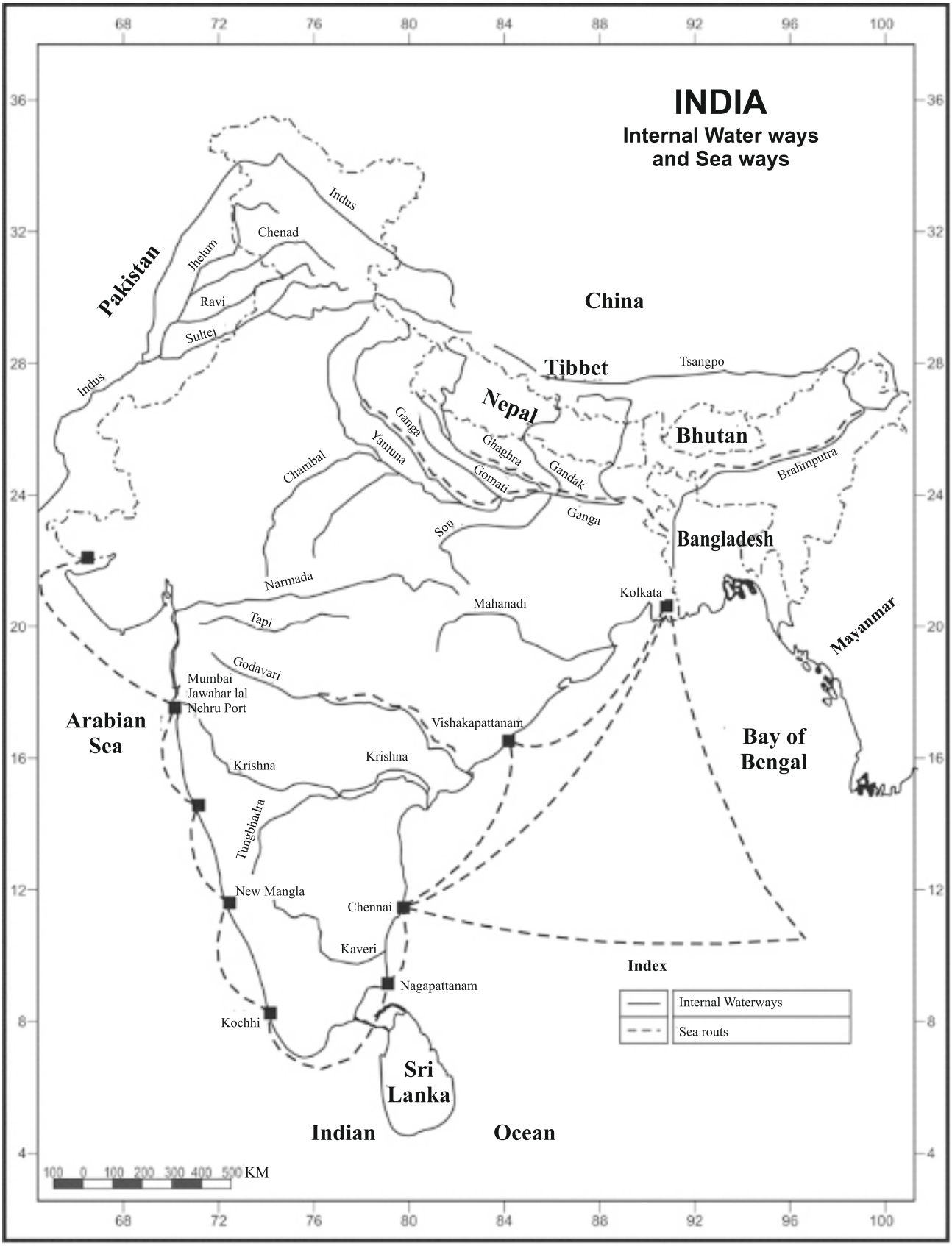
(10) Encouragement to "Make in India" in the civil aviation.

In order to achieve the above targets, the ticket charges for one hour flight to be restricted to Rs. 2500 and limited to Rs.1200 for half an hour. The losses caused to the aviation companies will be borne by the centre and the state government in the ratio of 80:20. With it some other improvements are also made in the first aviation policy.

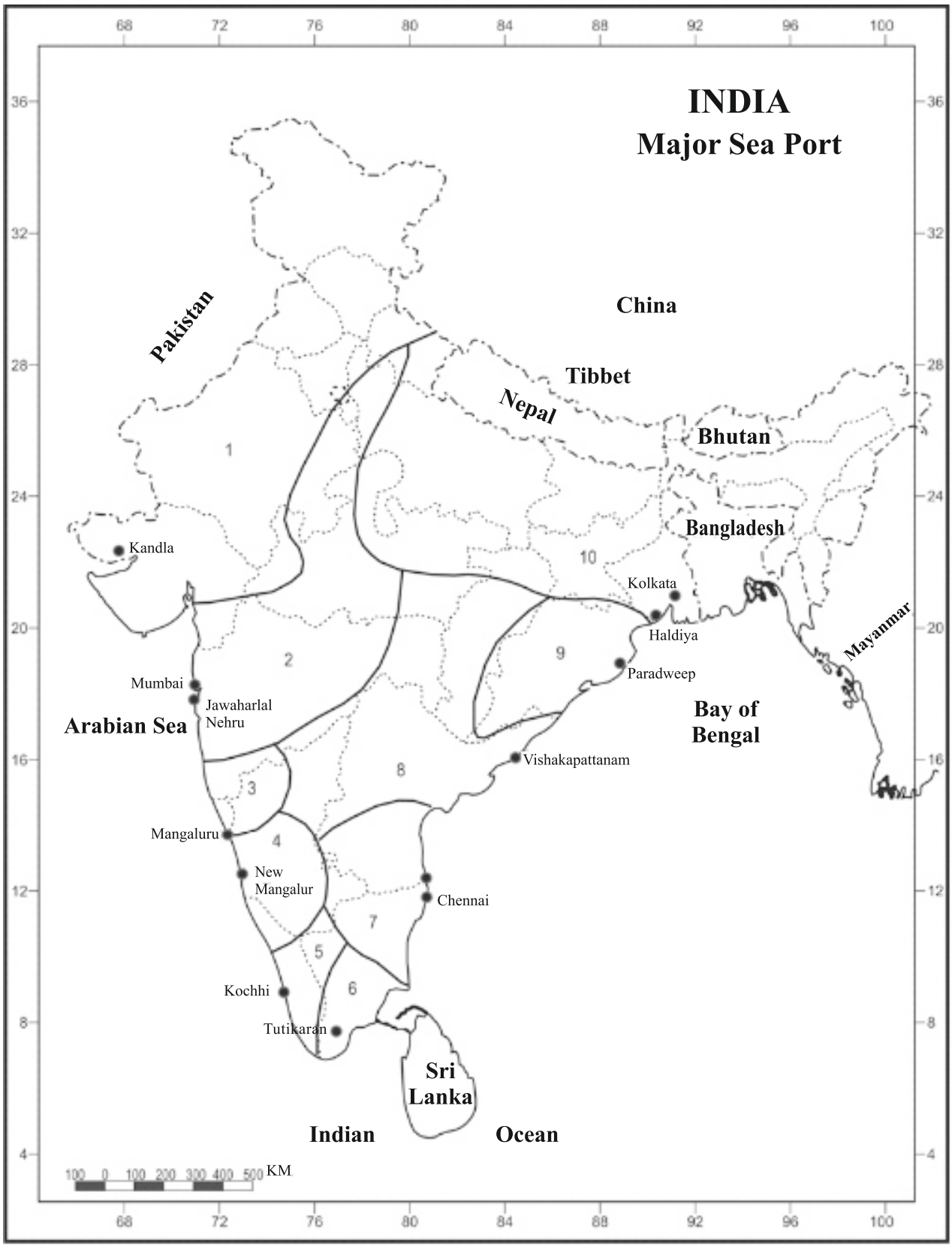
Water Transport

Water transport is the cheapest means of transport. There is no problem of transportation routes, construction and maintenance and heavy goods are safely transported.

Regarding the water transport of India, Megasthanes and Arian also mentioned in their articles that the Ganga and its 17 tributaries and the Sindhu (Indus) and its 13 tributaries were navigable by boats.



Map 20.5 : India : Internal Water ways and Sea ways



Map 20.6 : Indian major sea port

The Chola kings had monopoly on the Indian sea route and their fleet was so big that they did not allow the foreigners to attack through sea route. Until the last century, the streamers used to run in Brahmaputra upto Dibrugarh and in Ganges upto Patna and in Yamuna upto Agra.

Due to the development of railways, inland water transport started to decrease. But there is enough possibility for its development. In terms of commercial shipment, India is ranked 16th in the world.

India's water ways can be divided into two parts-

(A) Inland water transport

(B) Oceanic water transport

(A) Inland Water Transport

India has 14500 km of inland water ways for inter state shipment, in which the contribution of rivers and canals is highest. Out of this 3700 km long route of major rivers, navigable by mechanized boats. Out of which 2000 km long water ways are used. Besides it, 4300 km of canals are also navigable in the country. But out of which only 900 km canal routes are navigable by mechanized ships.

The highest inland water ways in the country are in Uttar Pradesh, West Bengal, Andhra Pradesh, Assam, Kerala, Bihar and Odisha respectively.

On 27 October 1986, the Inland Waterways Authority of India was constituted for developing the water ways. In order to develop sustainable waterways in rivers, the government declared 6 important waterways as national waterways. These routes are-

(1) 1620 km from Haldia to Allahabad in Ganga.

(2) 891 km from Dhubri to Sadiya in Brahmaputra.

(3) Champakara canal 14 km in Kerala.

(4) West coast canal from Kollam to Kottapuram 168 km.

(5) Udyog Mandal canal in Kerala 22 km.

(6) In Assam from Bhaga to Lakhimpur.

The central government has passed the National Waterways Bill 2015 to give strength to it.

Inland Waterways authority of India will develop financial resources for development of various sectors of national waterways for shipping and navigation Approximately expenditure will be Rs. 3500 crores.

Obstacles in the development of inland waterways

(1) Rivers are seasonal

(2) Change in water level

(3) Water falls

(4) Excess of sediments

(5) Decrease in water due to diversion of water into irrigation canals from perennial rivers

(6) Rivers of the coastal areas are saline.

Advantages of inland waterways

(1) Cheapest mode of Transport

(2) There is no expenditure on maintenance like other means.

(3) Saving of energy

(4) Suitable for heavy goods.

(5) Blockage of Roads and Railways in the north east during rainy season.

(6) Water transport is less polluting.

Ports and Harbours

A town located on the coast of the sea or bank of a river, in which there is Harbour, where the ships have the facility for loading and unloading goods is called the Port.

(B) The Oceanic Waterways

India has 7517 km long coast line and more than 20 million sq kms economic zone. There are 13 major ports and 20 small and medium ports on sea

coast. Almost 95% (price level 70%) trade of the country is done through sea routes.

76% of total sea borne trade is accomplished by 13 major ports. There are 200 medium and small ports in the country. These Ports / Harbours are situated in western Gujarat (40), in Maharashtra (53), in Goa (5), in Daman and Diu (2), in Karnataka (9), in Kerala (13), in Lakshadeep (40), in Tamilnadu (14), in Puducherry (1), in West Bengal (1) andin Andaman Nicobar (23)

Indian Shiping Corporation Limited

The country's largest shipping company was changed from private Limited to public Limited. On February 24, 2000, the government of India gave the award of Mini Ratna to this company.

The total carrying capacity of the company is 3.5% of total carrying capacity of nation. At present, the company has 84 ships in it's fleet.

Pipe Line Transport

Pipe lines is a new means of transportation. Use of pipeline for water supply has been going on for a long time, The pipeline is cheap and fast for transportation of mineral oil, petroleum, natural gas and liquid iron ore. In 1980 India had 5035 km pipe line, which increased to about ten thousand km in 2010.

Benefits of Pipe line transport

(1) Cheap means

(2) Convenient Transportation

(3) Transportation on an uneven surface.

(4) Energy saving

(5) Pipe line can also be laid under sea water

(6) Proper supply

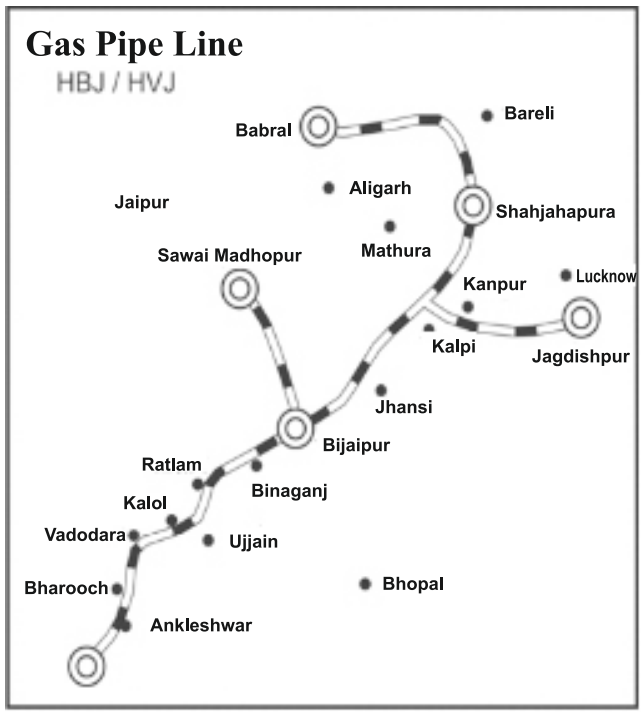
(7) Saving of time

(8) Low Pollution

Pipelines in India

(1) Naharkatia-Noonmati-Barauni pipeline: The first pipe line in India which is used to carry oil from Assam oil wells to Noonmati oil refinery by covering 443 km distance 724 km away from Noonmati, the pipeline was extended up to Barauni, Bihar. So the total length of the pipeline is 1167 km. This pipeline crosses 80 small and big rivers nine pumping stations have been built on it. Barauni to Kanpur, Barauni-Haldia work was completed by 1966. Lakwa-Rudra sagar pipeline was completed in 1968. The Maarigram Rajbandh pipe line was laid.

(2) The Pipelines of Gujarat : Ankleshwar-Koyli oil pipe line was completed in 1965. Besides this Kalol- Sabarmati oil pipe line, Navagaon Kalol-Koyli oil pipeline, Cambay Dhubran gas pipeline, Ankleshwar-Baroda gas pipeline and Koyli-Ahmedabad pipeline were laid. Similarly, some more lines of local importance have been laid.



Map 20.7 : Hazira-Vijaynagar-Jagdishpur

(3) Salaya-Koyali-Mathura pipeline : It is laid between Salaya near the Gulf of Kutch, to Mathura. It is 1256 km long pipeline which delivers imported oil and oil from Mumbai high to Mathura refinery the refined oil then taken to Jalandhar and connected to the Koyali pipe line.

(4) Mumbai High-Mumbai-Ankleshwar - Koyali pipe line : In Maharashtra, two separate pipe lines were laid to bring oil and natural gas from Mumbai High to Mumbai coast and each of them is 210 km long.

(5) The Indian Gas Authority Limited : It was set up in 1984. It operates14400 km long pipelines.

(6) Hazira -Bijaypur-Jagdishpur (HBJ) pipeline : This is the world's longest underground gas pipe line that is 1750 km long. This pipeline supplies gas to four fertilizer plants in Uttar Pradesh, and one each in Madhya Pradesh, Rajasthan and Auraiya (Uttar Pradesh) and to thermal power plants in Anta (Rajasthan) and Kaavas (Gujarat).

IMPORTANT POINTS

1. Movement of passengers and goods from one place to another is called transportation.
2. Types of Transport -Road, Rail, Water, Air and Pipelines.
3. Factors affecting development of transport system- physical, economic, strategic, political and cultural factors.
4. Road Transportation - In India, even 5000-8000 years ago gravel roads were built. Evidence of this is found in the excavations of the Mohan Jodaro and Harappa.
5. Types of Indian roads - National highways, State highways, District roads, rural roads and Border roads.
6. The first rail in India started on 16 April 1853 between Mumbai and Thane.
7. Indian Railways in world Heritage- Mountain Railway, Nilgiri Mountain Railway, Kalka-Shimla Railway are included in it.
8. Country's first National Civil Aviation policy was declared on 15 June, 2016 for the development of air transportation.
9. Types of water transportation - Inland and oceanic water transport.
10. After passing national water ways Bill 2015, the number of national water ways will become 106, in place of 5.
11. Pipe lines- a cheap and fast means of transport for transporting mineral oil, petroleum, petro products and natural gas. Presently the pipelines are being laid from the sources of natural gas petroleum to refineries and thermal power plants, industries and demand areas

EXERCISE

Multiple Choice Type Questions

1. Who built the Grand Trunk Road in India ?

   (a) Ashok (b) Akbar

   (c) Babar (d) Sher Shah Suri

2. Length of the longest National highway No. 7 of India is -

   (a) 2369 km (b) 1949 km

   (c) 1533 km (d)1428 km

3. When was the BRO formed in India ?

   (a) May,1960 (b) May,1954

   (c) May,1965 (d) May,1962

4. Total number of national highways in India -

   (a) 205 (b) 190

   (c) 220 (d) 235

5. How many Railway divisions are in India?

   (a) 9 (b) 16

   (c) 17 (d) 20

6. Through which Mountain range the Konkan railways passes ?

   (a) Himadri (b) Eastern ghats

   (c) Western ghats (d) Nigiri Mountain

7. When was the first train started in India between Mumbai-Thane ?

(a) 16 April 1955 (b) 16 April 1952

(c) 16 April 1854 (d) 16 April 1853

8. Where the Metro railway was started in India in 1972?

(a) Bangluru (b) New Delhi

(c) Jaipur (d) Kolkata

9. Total length of railways in India as on March 31, 2013 is -

(a) 64600 km (b) 64415 km

(c) 64400 km (d) 63500 km

10. The deepest port of India is -

(a) Manglore (b) Paradeep

(c) Visakhapattnam (d) Haldia

11. Kozhikode Harbour is located in -

(a) Odisha (b) Kerala

(c) Andhra Pradesh (d) Tamilnadu

12. India's biggest port is

(a) Enor (b) Kandla

(c) Mumbai (d) Chennai

13. How many international airports are there in India ?

(a) 62 (b) 80

(c) 24 (d) 23

14. Which is India's first green Airport (July-2012) ?

(a) Rajiv Gandhi international Airport, New Delhi

(b) Srinagar Airport

(c) Bengaluru Airport

(d) Cochin Airport

15. With how many countries India is currently connected to international air service ?

(a) 120 (b) 95

(c) 104 (d) 100

Very Short Answer Type Questions

16. When was air transport started in India?

17. What is the full name of HBJ?

18. In which city of India the first metro rail started ?

19. In India, the first train ran between which two cities?

20. Name the longest rail route in India.

Short Answer Type Questions

21. What is the Golden Quadrilateral project?

22. Explain in brief the problems in the development of internal water transport?

23. Which type of goods transportation is possible through pipeline?

24. Explain BOT.

25. Write a brief note on the Konkan Railways.

Essay Type Questions

26. Write an essay on development and causes of popularity of road transport in India?

27. "India has immense potential for development of air transport". Explain the statement in detail.

28 Write an essay on India's waterways?