16 International Trade

Fastrack Revision

- **Changes in International Trade**
  - There is an increase in volume, but the value of import exceeds the value of export.
  - The trade imbalance has increased.
  - It is owing to an increase in the price of petroleum.
- **Changing Pattern of the Composition of India's Exports**
  - Agriculture and related products have lost share.
  - Petroleum's proportion of the market has risen.
  - The proportion of ore-minerals and manufactured items has remained relatively stable.
  - Tough worldwide competition is to blame for the decline in traditional goods.
  - Coffee, spices, pulses and tea are all on the decline.
  - Floriculture, marine products, sugar and fresh fruits are all on the rise.
  - Manufacturing accounted for 73.6 per cent of the total value of export in 2016-17.
  - Exports of engineering goods have increased.
  - Our competitors are China and East Asian countries.
  - Gems and Jewellery accounted for a significant portion of international trade.
- **Changing Pattern of the Composition of India's Import**
  - Previously, we imported foodgrains, capital goods and machines.
  - Foodgrain imports ceased after 1970.
  - Fertilisers and fuel played a key impact.
  - Machines, edible oils and chemicals are also available.
  - Capital goods have been gradually increasing.
  - Food products have been reduced.
  - Pearls and precious stones as well as gold and silver, play an important role.
- **Direction of Trade**
  - India has trade relations with most of the countries and major trading blocks of the world.

    Region-wise and sub-regionwise trade during the period 2016-17 has been given in the following table.

Region	Imports	
	2010-11	2016-17
Europe	323857	403972
Africa	118612	193327
North America	100602	195332
Latin America	64576	115762
Asia and ASEAN	1029881	1544520

  - India aims to double its share in the international trade within the next five years.
  - Most of India's foreign trade is carried through sea and air routes.
  - A small portion is also carried through land route to neighbouring countries like Nepal, Bhutan, Bangladesh and Pakistan.
- **Sea Ports as Gateways of International Trade**
  - India is surrounded on three sides by water.
  - The longest stretch of coastline (7516.5 km).
  - Water is the most cost-effective mode of transportation.
  - There are more seaports on the west coast than on the east coast.
  - Sea routes account for the majority of international trade.
  - The Central Government has jurisdiction over the major ports. Minor ports are administered by several State Governments.
  - There are 12 major ports and 185 minor ports in the country.
  - The majority of the ports have sophisticated amenities.
- **Sea Ports as Gateways of International Trade**
  - **Kandla:**
    - Located in the Gulf of Kutch
    - Kandla was built to relieve pressure on the Mumbai port
    - Special facilities are available for petroleum
    - The offshore Vadinar is being built to relieve the strain on this port
  - **Mumbai:**
    - Natural harbour
    - Country's largest port
    - Suited for importing commodities from Middle Eastern countries
    - 20 km long and 10 km wide
  - **Nhava Sheva (Jawaharlal Nehru Port):**
    - Located at Nhava Seva
    - Largest after completion
    - Developed to decrease burden on Mumbai port
    - New Mangalore Port
    - Located in Karnataka coast
    - Specialised to export of iron ore
    - Also exports fertilisers, tea, wood pulp yarn
  - **Mormugao Port:**
    - Located at the estuary of Zuari river
    - Natural harbour
    - Iron ore is exported to Japan
    - Konkan railway brought large hinterland

- **New Mangalore Port:**
  - It is located in the state of Karnataka and caters to the needs of the export of iron-ore and iron-concentrates.
  - It handles fertilisers, petroleum products, edible oils, coffee, tea, wood pulp, yarn, granite stone, molasses, etc.
  - Karnataka is the major hinterland for this port
- **Cochin (Kochi):**
  - Located at the Vembanad kayal
  - Queen of Arabian sea
  - Natural harbour
  - Close to Suez canal
- **Kolkata:**
  - Located on the Hugli river bank
  - Located 128 km away from sea coast
  - Developed by British
  - Paradip and Haldia decreased the pressure
  - Silt accumulation is the problem
  - Large hinterland
  - Extend port facilities to other countries
- **Haldia Port:**
  - Located 105 downstream of Hugli
  - Developed to burden on Kolkata
  - Handles iron ore , cargo fertilisers, jute products
- **Paradip Port:**
  - Located on Mahanadi delta
  - 100 km from Cuttack
  - Deepest harbour
  - Handle large vessels
  - Developed to iron ore
- **Vishakhapatnam Port:**
  - Landlocked harbour
  - Connected to the sea through channel
  - An outer harbour is developed to help this port
  - It handles iron ore, petroleum cargo
- **Chennai:**
  - Oldest port developed by British
  - Artificial harbour
  - Not suitable for large ships
- **Ennore:**
  - Newly developed port in Tamil Nadu
  - Located 25 km North of Chennai
  - Developed to decrease burden on Chennai port
- **Tuticorin Port:**
  - Newly developed port in Chennai
  - It handles variety of cargo: coal, salt, edible oils, petroleum and foodgrain
  - Developed to decrease pressure on Chennai port

Airports

- Air transport plays an important role in the international trade.
- It is very costly and unsuitable for carrying heavy and bulky commodities.
- There were 25 major airports functioning in the country. (Annual Report 2016-17)
- Major airports are Ahmedabad, Bengaluru, Chennai, Delhi, Goa, Guwahati, Hyderabad, Kolkata, Mumbai, Thiruvananthapuram, Srinagar, Jaipur, Calicut, Nagpur, Coimbatore, Cochi, Lucknow, Pune, Chandigarh, Mangaluru, Vishakhapatnam, Indore, Patna, Bhubaneswar and Kannur.

Practice Exercise

Multiple Choice Questions

Q 1. What was the cause of the decrease in foodgrain imports?

a. Green revolution
b. Decline in population
c. Decrease in the birth rate
d. Import duty

Q 2. Which country is India's most important trading partner?

a. Britain b. China
c. U.S.A. d. Pakistan

Q 3. India has .... important ports.

a. 6 b. 8 c. 10 d. 12

Q 4. What aspect of India's foreign trade has changed?

a. Amount b. Composition
c. Direction d. All of these

Q 5. What is the capacity of Indian ports in terms of cargo handling (million tonnes)?

a. 100 b. 300 c. 500 d. 700

Q 6. Nhava Sheva port is located in which state?

a. Gujarat b. Goa
c. Maharashtra d. Karnataka

Q 7. What is the main export from the ports of New Mangalore?

a. Coal b. Iron ore
c. Copper d. Mica

Q 8. What port is known as the 'Queen of the Arabian Sea'?

a. Mangalore b. Kochi
c. Mumbai d. Kandla

Q 9. When was the port of Chennai built?

a. 1839 b. 1849 c. 1859 d. 1869

Q 10. Trade between two countries is termed as ....

a. internal trade b. external trade
c. international trade d. local trade

Q 11. Consider the following statements and choose the correct answer with the help of given options:

Statement I: Haldia port is located 105 km downstream from Kolkata.

Statement II: It has been constructed to reduce the congestion at Kolkata port.

a. Both the statements are true, statement II does not explains the statement I

b. Both the statements are true and statement II correctly explains the statement I

c. Both statements I and II are false

d. Statement I is true and statement II is false

Assertion & Reason Type Questions

Directions (Q. Nos. 12-17): *In the following questions given below there are two statements marked as Assertion (A) and Reason (R). Read the statements and choose the correct option:*

a. Both (A) and (R) are true and (R) is the correct explanation of (A).

b. Both (A) and (R) are true, but (R) is not the correct explanation of (A).

c. (A) is true, but (R) is false.

d. (A) is false, but (R) is true.

Q 12. Assertion (A): Nagpur plan was drawn in 1943 and it could not be implemented.

Reason (R): It could not be implemented because of lack of coordination among the princely states and British India.

Q 13. Assertion (A): The capacity of Indian ports increased from 20 million tonnes of cargo handling in 1951 to more than 837 million tonnes in 2016.

Reason (R): The ports are developed and modernised by the government agencies only.

Q 14. Assertion (A): After the 1970s, foodgrain import was discontinued.

Reason (R): India had succeeded in the Green Revolution programme.

Q 15. Assertion (A): Mumbai is a natural harbour and the biggest port of the country.

Reason (R): Kandla port has been developed as a major port to cater to the needs of western and North western parts of the country and also to reduce the pressure at Mumbai port.

Q 16. Assertion (A): Kandla port is popularly known as the 'Queen of the Arabian Sea'.

Reason (R): This port has an advantageous location being close to the Suez-Colombo route.

Q 17. Assertion (A): Airport has the advantage of taking the least time for carriage and handling high value or perishable goods over long distances.

Reason (R): It is very costly and unsuitable for carrying heavy and bulky commodities.

Answers

1. (a)	2. (c)	3. (d)	4. (b)	5. (c)
6. (c)	7. (b)	8. (b)	9. (c)	10. (c)
11. (b)	12. (a)	13. (c)	14. (a)	15. (b)
16. (d)	17. (b)			

Passage Based Questions

Passage 1

Read the passage given below and answer the questions that follow by choosing the most appropriate option:

India is surrounded by sea from three sides and is bestowed with a long coastline. Water provides a smooth surface for very cheap transport provided there is no turbulence. India has a long tradition of seafaring and developed many ports with place names suffixed with pattan meaning port. An interesting fact about ports in India is that its west coast has more ports than its east coast. Though ports have been in use since ancient times, the emergence of ports as gateways of international trade became important after the coming of the European traders and colonisation of the country by the British. This led to the variation in the size and quality of ports. There are some ports which have a very vast area of influence and some have limited area of influence. At present, India has 12 major ports and 200 minor or intermediate ports. In the case of the major ports, the central government decides the policy and plays regulatory functions. The minor ports are there whose policy and functions are regulated by state governments. The major ports handle a larger share of the total traffic.

Q 1. What is the meaning of pattan?

a. Ports   b. Coastline

c. Rocks   d. None of these

Q 2. The emergence of ports as gateways of international trade became important after the coming of the .... traders.

a Belgian   b. French

c. British   d. European

Q 3. There are .... major ports in India.

a. 13   b. 14   c. 12   d. 11

Q 4. Consider the following sentences:

Statement I: In the case of the major ports, the central government decides the policy and plays regulatory functions.

Statement II: The minor ports are there whose policy and functions are regulated by state governments.

a. Both I and II are correct.

b. Both I and II are incorrect.

c. Only I is correct.

d. Only II is correct.

Answers

1. (a)	2. (d)	3. (c)	4. (a)

Passage 2

Read the passage given below and answer the questions that follow:

Mumbai is a natural harbour and the biggest port of the country. The port is situated closer to the general routes from the countries of the Middle East, Mediterranean countries, North Africa, North America and Europe where the major share of the country's overseas trade is carried out. The port is 20 km long and 6-10 km wide with 54 berths and has the country's largest oil terminal. M.P., Maharashtra, Gujarat, U.P. and parts of Rajasthan constitute the main hinterlands of Mumbai ports.

Q 1. What do you know about Mumbai port?

Ans. Mumbai is a natural harbour and the biggest port of the country. The port is 20 km long and 6-10 km wide with 54 berths and has the country's largest oil terminal.

Q 2. Which countries overseas trade is carried out through Mumbai port?

Ans. Countries like the Middle East, Mediterranean countries, North Africa, North America and Europe overseas trade is carried out through Mumbai port.

Q 3. What is the main hinterland of Mumbai port?

Ans. M.P., Maharashtra, Gujarat, U.P. and parts of Rajasthan constitute the main hinterlands of Mumbai port.

Passage 3

Read the passage given below and answer the questions that follow:

The British used the ports as suction points of the resources from their hinterlands. The extension of railways towards the interior facilitated the linking of the local markets to regional markets, regional markets to national markets and national markets to the international markets. This trend continued till 1947. It was expected that the country's Independence would reverse the process, but the partition of the country snatched away two very important ports, *i.e.*, Karachi port went to Pakistan and Chittagong port to the erstwhile East Pakistan and now Bangladesh. To compensate for the losses, many new ports, like the Kandla in the West and the Diamond Harbour near Kolkata on river Hugli in the East were developed. Despite this major setback, Indian ports continued to grow after Independence. Today, Indian ports are handling large volumes of domestic, as well as, overseas trade. Most of the ports are equipped with modern infrastructure.

Previously, the development and modernisation was the responsibility of the government agencies, but considering the increase in function and need to bring these ports at par with the international ports, private entrepreneurs have been invited for the modernisation of ports in India. The capacity of Indian ports increased from 20 million tonnes of cargo handling in 1951 to more than 837 million tonnes in 2016.

Q 1. How did the British use the ports of India?

Ans. The British used the ports as suction points of the resources from their hinterlands. The extension of railways towards the interior facilitated the linking of the local markets to regional markets, regional markets to national markets and national markets to the international markets.

Q 2. Which two important ports were snatched away from India after partition?

Ans. The two important ports that were snatched away from India are Karachi and Chittagong. Karachi port went to Pakistan and Chittagong port to the erstwhile East Pakistan and now Bangladesh.

Q 3. Who is responsible for the development and modernisation of Indian ports?

Ans. Previously, the development and modernisation was the responsibility of the government agencies, but considering the increase in function and need to bring these ports at par with the international ports, private entrepreneurs have been invited for the modernisation of ports in India.

Very Short Answer Type Questions

Q 1. Name a new Tamil Nadu port.

Ans. Tuticorin.

Q 2. What is the difference between India's import and export trade?

Ans. ₹ 5,40,818 crore.

Q 3. Name two major groups of Indian imports.

Ans. Fuel and Raw-material minerals.

Q 4. Name the satellite port that was built to relieve the burden on Mumbai's port.

Ans. Nhava Sheva (Jawaharlal Nehru Port).

Q 5. Which eight western countries receive India's exports?

Ans. Germany, United Kingdom, Belgium, Italy, France, Netherlands, Spain and Switzerland.

Q 6. Name India's oldest artificial seaport.

Ans. Chennai is India's oldest artificial seaport. It was constructed in 1859.

Q 7. What is the value of India's negative trade balance in 2011?

Ans. ₹ 5,40,818 crore.

Q 8. What was the entire value of India's exports in 2011?

Ans. ₹ 11,42,649 crore.

Q 9. What was the value of India's foreign trade in 2010-11?

Ans. The whole amount is ₹ 28,74,600 crore.

Q 10. What is the total number of India's major ports?

Ans. There are 12 major ports and 200 minor ports.

Short Answer Type Questions

Q 1. Explain how the 'size of population' and the stage of 'economic development' are the basis of international trade. *(CBSE 2022-23)*

OR

What is the need for international trade?

Ans. The needs of international trade are as follows:

(i) As no country is self-sufficient, international trade is advantageous.

(ii) It uses exports and imports to bridge the gap between surplus and deficit regions.

(iii) Countries must trade in order to obtain commodities that they cannot manufacture or purchase at a lower cost elsewhere.

(iv) It aids countries in preserving their specialisation in goods and services production.

(v) It improves international understanding and collaboration.

(vi) It was important in the early stages of cultural transmission.

Q 2. What factors are responsible for the change in nature of international trade?

Ans. The factors responsible for the change in nature of international trade are:

(i) Over time, India's foreign trade has undergone numerous transformations.

(ii) The total volume of imports and exports increased, but the value of imports remained greater.

(iii) Agriculture and related products have lost market share, while petroleum has gained.

(iv) The growth in the deficit is due to the rise in the price of crude petroleum, which is a major component of India's import list.

Q 3. What initiatives have been taken in India to modernise its ports?

Ans. The following initiative have been taken in India to modernise its ports are:

(i) Indian ports now handle a huge volume of both domestic and international trade.

(ii) The majority of the ports have contemporary infrastructure.

(iii) Previously, government agencies were responsible for port development and modernisation. But, due to a growth in function and the need to bring these ports up to international standards, private entrepreneurs have been asked to participate in port modernisation in India.

Q 4. Examine the role of Inland Waterways Authority of India. Explain why inland water transport is an important mode of transport? *(CBSE 2016)*

Ans. The role of Inland Waterways Authority of India are:

(i) The Inland Waterways Authority of India was set up in 1986.

(ii) It was set-up for the development, maintenance and regulation of National Waterways in the country.

(iii) The Authority has declared three inland waterways as National Waterways.

(iv) It has also identified ten other inland waterways which can be upgraded.

Importance of inland water transport can be understood from the following points:

(i) It is Suitable for Carrying Bulky Goods: It can carry much larger quantities of heavy and bulky goods such as coal and timber at little cost.

(ii) It Carries both Cargo and Passengers: Water transport is capable of carrying both cargo as well as passenger load at any given point of time.

(iii) It is the Cheapest Mode of Transport: Rivers are a natural highway which does not require cost of construction and maintenance. Even the cost of construction and maintenance of canals is much less or they are used not only for transport purposes but also for irrigation etc. Moreover, the cost operation of the inland water transport is very low.

(iv) It is Eco-friendly: It is eco-friendly as the amount of pollution created waterways is very less than that created by other means of transportation.

Q 5. Give two causes for the widening gap between the value of India's import and export commerce.

Ans. The causes for the widening gap between the value of India's import and export commerce.

(i) The value of imports was ₹16,83,467 crore in 2010-11, while the value of exports was ₹ 11,42,649 crore, resulting in a disparity of ₹ 5,40,818 crore. The disparity between import and export values has expanded, resulting in a worsening trade imbalance.

(ii) There are two key causes for this situation: The first is a global price increase and the second is the Indian rupee's diminishing value in the global market. Slow development in export is also due to slow growth in output, rising domestic demand and fierce competition in the global market.

Q 6. "Ports are the trade's entry points." Discuss.

Ans. The word 'port' is derived from the Latin word 'porta,' which means 'portal.' Ports serve as a country's entry point because they handle both exports and imports. As a result, ports are known as commerce gateways.

Q 7. "Ports serve as gateways for international trade." Explain.

Ans. India's sea ports serve as a focal point for its overseas trade. On the one hand, they serve as collection stations for commodities from the hinterland for further transportation to international destinations, while on the other, they serve as receiving points for foreign consignments arriving in India for distribution in the country's interior.

Q 8. Explain why petroleum and petroleum products have become a larger part of India's import trade.

Ans. The most significant positive development occurred in the petroleum and petroleum product sector, which increased by 23.8% points between 1960 and 2001. These commodities contributed for only 6.2% of total import value in 1960-61, but they increased to 19.2% in 1973-74 and 26% in 2004-05. This quick expansion was primarily due to rising prices rather than increased volume. The price of crude petroleum was raised multiple times by oil producing and exporting countries in 1974. As a result, the cost of petroleum has skyrocketed.

Q 9. In India's import trade, the importance of manufactured commodities and raw materials has decreased. Explain.

Ans. Manufactured items have likewise lost their value. Jute textiles, cotton textiles, leather goods and iron and steel products are among the worst hit. Items in the crude material group had a significant drop. The fall in crude rubber, wood, timber, textile fibres and ferrous minerals has been particularly noticeable in this group. This was attributable to the fact that domestic production of these products has increased.

Q 10. Define the term 'trade' in your own words. Describe the differences between rural and urban marketing centres.

Ans. Trade is defined as the purchase and selling of goods made elsewhere. Profit is the goal of the trade services. All of this activity takes place in towns and cities, which are referred to as commerce centres.

(i) **Rural Marketing Centres:** These facilities serve local communities. These are semi-urban areas. Personal and professional services are underdeveloped in this area. These serve as local collection and distribution hubs. The majority of these have both mandis and retailing centres. These provide commodities in demand by rural people.

(ii) **Urban Marketing Centres:** These are centres that provide urban services. These businesses provide specialised goods and services. These are stores that sell produced goods. Labour, housing and semi-finished goods markets are all held. These offer educational services, as well as lawyers, consultants, physicians, dentists and veterinary professionals.

Q 11. Explain the Kolkata port's hinterland.

Ans. The hinterland is a sphere of influence that is tightly linked to the port *via* roads and trains. The products of this region are shipped to the port for export and imported goods are sold and consumed here. The Hugli river, which provides a route to the sea, is also clogged with silt, which poses a difficulty for Kolkata port. Its hinterland includes Uttar Pradesh, Bihar, Jharkhand, West Bengal, Sikkim and the states of the North-East. In addition, it provides port facilities to our neighbouring landlocked countries, such as Nepal and Bhutan.

Q 12. Describe the features of Kandla port.

Ans. Kandla port has the following features:

(i) **Location:** Kandla port, located at the mouth of the Gulf of Kuchchh, has been constructed as a major port to serve the needs of the country's western and North-Western regions, as well as to relieve congestion at Mumbai's port.

(ii) **Goods Handled:** The port was built specifically to receive enormous amounts of petroleum, petroleum products and fertiliser. The offshore terminal at Vadinar was built to relieve the strain on Kandla's port.

(iii) **Hinterland:** The hinterland's boundary is difficult to define because it is not fixed in space. In most circumstances, the hinterland of one port may overlap with the hinterland of another.

Long Answer Type Questions

Q 1. In recent years, India's international trade has changed dramatically. Discuss.

Ans. India has trade links with all of the main trading blocs as well as all of the world's geographical areas.

Agriculture and associated products (10%), ores and minerals (4%), gems and jewellery, chemical and related products, manufactured goods (12%) and petroleum products (12%) are among the export commodities with a substantial share over the last several years (17%). Petroleum and coal petroleum products account for (31%) of India's imports, followed by pearls and precious stones (10%), inorganic chemicals (5.2%) and machinery (12.56%). Other imports include fertilisers, grains, edible oils and newsprint. In the previous fifteen years, International trade has changed dramatically. The interchange of information and knowledge has surpassed the exchange of commodities and goods. At the worldwide level, India has emerged as a software behemoth. It earns a lot of money in foreign exchange by exporting information technology.

Q 2. Describe the changes in India's export composition.

Ans. India's export composition are as follows:

(i) Agriculture and allied products have lost ground in terms of market share. Traditional exports of coffee, spices, tea, legumes and other foods are on the decline.

(ii) Because of rising petroleum prices and growing refining capacity in India, the share of petroleum and crude products has increased.

(iii) From 1997-98 to 2003-04, the percentage of ore and minerals has stayed relatively steady.

(iv) In the year 2003-04, manufacturing items were the most exported (75.96%). Fruits, marine products and sugar have all grown their percentage share of other commodities.

(v) Engineering goods make up the majority of the export list. Crude oil and petroleum products are also prominent on the list.

(vi) Due to competition from China and other Asian countries, the textile sector has not been able to achieve much despite the government's liberal efforts.

Q 3. Describe how the composition of India's imports has changed over time.

Ans. India's imports are made up of the following items:

(i) Foodgrains were the most important imports in the 1950s and 1960s because India was experiencing a food crisis at the time.

(ii) Because of the Green Revolution, foodgrain imports ceased in the 1970s.

(iii) Fertilisers and gasoline have taken the place of foodgrains.

(iv) Because it is utilised as both a fuel and an industrial raw material, petroleum is the most imported commodity.

(v) Imports of capital goods such as non-electrical machinery, transportation equipment, machines and tools have increased.

(vi) Edible oils and special steel alloys are also imported.

(vii) Pulse, precious gold and silver, metal ores, scraps and electronic equipment are among the other main imports.

Q 4. What do you know about the ports in western coast?

Ans. The main ports in western coast are as follows:

(i) Kandla: It is situated at the mouth of the Kuchchh Gulf. It's a tidal port that's expected to take Karachi's place. It is a natural and secure harbour with access to North-West India's large and fertile hinterland. At Vadinar, an offshore terminal has been constructed. It has the capability of receiving large ships. It's on the way to the Suez Canal. Petroleum, chemicals, fertilisers and machinery are among the most common imports. Salt, sugar, cement and cotton items are the country's principal exports.

(ii) Mumbai: It is located on an island that is connected to the mainland. For historical reasons, Mumbai has developed as a port. The growth of the country was largely influenced by British colonial ambitions. It is India's only natural deep-water harbour. It has a 20 kilometre long and 10 kilometre wide port.

Through the Suez Canal, it is connected to Europe. It features a productive black cotton soil region in the hinterland. It is a large and secure harbour with ample natural amenities for large ships. It contains 54 ports and a large number of warehouses. It's also known as India's 'Gateway.' It is India's most major industrial and commercial city. Its main exports include textiles, oil seeds, hides and skins and manganese. Machinery, fuel, raw films, fertilisers, paper and medications are among the items imported. At Nhava Sheva, a new mechanised port is being built. It is India's largest container port (Jawaharlal Nehru port).

(iii) Mormugao: This port is located on an estuary on Goa's west coast. It's a large natural harbor with a lot of depth. Goa, Maharashtra and Karnataka are all part of its hinterland. Iron ore, groundnut and manganese are the principal exports. Machines and manufactured goods are among the items imported. Its development has been aided by the Konkan Railway.

(iv) New Mangalore: It is located in Karnataka and is used to export iron ore, fertilisers, coffee, tea, yarn and other products.

(v) Cochin (Kochi): It is known as the Arabian Sea's Queen. Lagoons have created a vast sheltered backwater. It is a natural, deep and safe harbour. It lies on the way to Australia and the far East. It is a major naval base as well as a shipyard. Tea, coffee, cashew nuts, rubber, pepper, cardamom and cotton items are also prominent exports. Oil, fertilisers, machinery and coal are among the items imported.

Q 5. "Pipelines are the most convenient and efficient mode of transporting liquids and gases over long distances in India." Examine the statement.

(CBSE 2022, Term-2)

Ans. Pipelines are convenient and best means of transporting liquids and gases over long distances. Oil India Limited (OIL) under the Ministry of Petroleum and Natural Gas is responsible for exploration, production and transportation of crude oil and natural gas.

Advantages of pipeline transportation are:

(i) They are ideally suited to transport the liquids and gases and solids in slurry form.

(ii) They can be laid through difficult terrains as well as under water.

(iii) It involves very low energy consumption.

(iv) It is safe, accident free and environment friendly.

(v) It needs little maintenance.

Disadvantages of pipeline transportation are:

(i) It is not flexible *i.e.*, it can be used only for a few fixed points.

(ii) Its capacity cannot be increased once it is laid.

(iii) Underground pipelines cannot be easily repaired and detection of leakage is also difficult.

(iv) It is difficult to make security arrangements for pipelines.

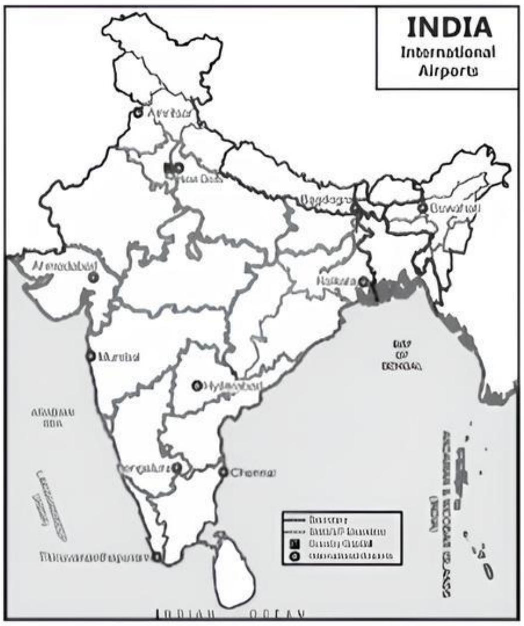
Map Based Questions

Q 1. Locate the major sea ports of India, on the map.

Ans.

Q 2. Locate the major airports on the following map.

Ans.



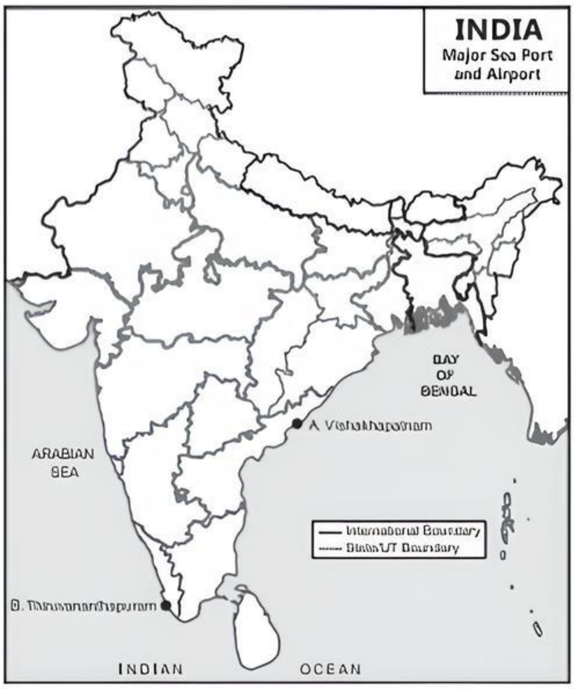
Q 3. Locate and Label the geographical features on the political outline map of India with appropriate symbols:

(A) An important sea port in Andra Pradesh.

(B) An international airport in Kerala.

(CBSE SQP 2023-24)

Ans.



Chapter Test

Multiple Choice Questions

Q 1. What port is known as the 'Queen of the Arabian Sea'?

a. Mangalore
b. Kochi
c. Mumbai
d. Kandla

Q 2. India has .... important ports.

a. 6 b. 8 c. 10 d. 12

Assertion and Reason Type Questions

Directions (Q. Nos. 3-4): *In the following questions give below, there are two statements marked as Assertion (A) and Reason (R). Read the statements and choose the correct option:*

a. Both (A) and (R) are true and (R) is the correct explanation of (A).
b. Both (A) and (R) are true, but (R) is not the correct explanation of (A).
c. (A) is true, but (R) is false.
d. (A) is false, but (R) is true.

Q 3. Assertion (A): Nagpur plan was drawn in 1943 and it could not be implemented.

Reason (R): It could not be implemented because of lack of coordination among the princely states and British India.

Q 4. Assertion (A): The capacity of Indian ports increased from 20 million tonnes of cargo handling in 1951 to more than 837 million tonnes in 2016.

Reason (R): The ports are developed and modernised by the government agencies only.

Passage Based Question

Q 5. *Read the passage given below and answer the questions that follow:*

The British used the ports as suction points of the resources from their hinterlands. The extension of railways towards the interior facilitated the linking of the local markets to regional markets, regional markets to national markets and national markets to the international markets. This trend continued till 1947. It was expected that the country's Independence would reverse the process, but the partition of the country snatched away two very important ports, *i.e.*, Karachi port went to Pakistan and Chittagong port to the erstwhile East Pakistan and now Bangladesh. To compensate for the losses, many new ports, like the Kandla in the West and the Diamond Harbour near Kolkata on river Hugli in the East were developed. Despite this major setback, Indian ports continued to grow after Independence. Today, Indian ports are handling large volumes of domestic, as well as, overseas trade. Most of the ports are equipped with modern infrastructure.

Previously, the development and modernisation was the responsibility of the government agencies, but considering the increase in function and need to bring these ports at par with the international ports, private entrepreneurs have been invited for the modernisation of ports in India. The capacity of Indian ports increased from 20 million tonnes of cargo handling in 1951 to more than 837 million tonnes in 2016.

(i) How did the British use the ports of India?

(ii) Which two important ports were snatched away from India after partition?

(iii) Who is responsible for the development and modernisation of Indian ports?

Very Short Answer Type Questions

Q 6. Which eight Western countries receive India's exports?

Q 7. Name India's oldest artificial seaport.

Short Answer Type Questions

Q 8. Explain the Kolkata port's hinterland.

Q 9. In India's import trade, the importance of manufactured commodities and raw materials has decreased. Explain.

Long Answer Type Question

Q 10. Describe how the composition of India's imports has changed over time.