

CBSE CLASS X  
**Social Science (087)**

## ANSWER KEY

*AI-generated question paper***Code: 13KBYW****Questions: 52****Maximum Marks: 147****Generated: 2026-06-26 10:18****SELECTIONS USED**

Subject	Social Science
Lessons	7 Lifelines of National Economy
Level of understanding	Thorough understanding
Question selection	Curated chapter coverage (~5 questions per section + 8 synthesis)
Model	claude-sonnet-4-6

Composition — Difficulty: 3 straightforward · 29 medium · 20 deep | Types: 37 Short · 8 MCQ · 6 Long · 1 Very short

Q1. medium thorough-understanding § Introduction

[3]

India is a vast country with uneven distribution of resources and population. Why is an efficient transport network considered a prerequisite for fast economic development in such a country? Support your answer with specific examples.

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**Model Answer**

Efficient transport is a prerequisite for fast economic development because goods and services do not move on their own from supply locations to demand locations — transport enables this movement, and the pace of development depends on it.

**Specific examples:**

- **Golden Quadrilateral Super Highways** link Delhi, Mumbai, Chennai and Kolkata, reducing time and distance between mega cities and boosting trade.
- **Pradhan Mantri Grameen Sadak Yojana** connects every village to major towns by all-season roads, integrating rural areas into the economy.
- **Border Roads** improve accessibility in difficult terrain of northern and north-eastern regions, aiding their economic development.

Thus, a dense transport network integrates India's vast, resource-uneven regions into one productive economy.

Source: Chapter 7 — Transport and Communication, Introduction and Roadways sections

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**Explanation**

- The introduction directly states: "*efficient means of transport are prerequisites for fast development*" — quote or paraphrase this as your opening.
- Examiners expect **at least 2–3 specific examples** with names (Golden Quadrilateral, PMGSY, Border Roads are ideal as they cover urban, rural, and remote India).
- Avoid listing vague points like "transport helps trade" without naming the specific scheme/highway.
- 3 marks = opening reason + 2–3 named examples + brief conclusion. Keep it tight.

Q2. deep thorough-understanding § Introduction

[3]

Transport, communication and trade are described as complementary to each other. Explain what this means with the help of an example.

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**Model Answer**

Transport, communication and trade are **complementary** because each supports and depends on the others to function effectively.

**Meaning:** Transport moves goods from places of production to places of consumption. Communication provides information about demand, supply and prices. Trade is the actual exchange of goods and services. Together, they form a complete economic system — none can work efficiently without the other.

**Example:** A farmer in Punjab grows wheat (production). Through communication (telephone/internet), he learns about demand in Mumbai. Transport (railways) carries the wheat there. Trade completes the exchange. If any one link breaks, the entire chain fails.

Source: Chapter 7 — Transport, Communication and Trade (Introduction)

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**Explanation**

- The examiner expects you to **define** what complementary means in this context and then give a **connected example** showing all three — transport, communication, and trade — working together.
- Don't treat them separately; show how they **link** to each other in one chain.
- A relatable Indian example (farmer, trader, etc.) scores well and shows application of the concept.
- 3 marks = definition/explanation (1–2 marks) + example (1 mark).

**Q3.** medium thorough-understanding § Introduction

[1]

Which of the following best explains why a dense and efficient transport and communication network is considered the 'lifeline' of a nation's economy?

- (A) It allows a country to produce a wider variety of goods by introducing new technology.
- (B) It enables the movement of goods, people, and information between areas of production and consumption, linking markets.
- (C) It ensures that every region of a country achieves equal economic development.
- (D) It reduces the need for international trade by making a country self-sufficient.

A It allows countries to produce goods that they cannot produce themselves.

B It enables the movement of goods and information between supply and demand locations across the world.

C It ensures that every country maintains a favourable balance of trade.

D It restricts trade to local and national levels for better regulation.

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**Model Answer**

**(B)** It enables the movement of goods, people, and information between areas of production and consumption, linking markets.

Source: Chapter 7, Introduction

**Explanation**

The passage states that "a dense and efficient network of transport and communication is a prerequisite for local, national and global trade." Goods/services must move from supply to demand locations — making option B the closest match. The other options (equal development, self-sufficiency, new technology) are not supported by the text.

Q4. deep thorough-understanding § Introduction

[5]

Despite India's vast size, great diversity, and multiple languages and cultures, it remains well-linked both internally and with the rest of the world. Analyse how modern means of transport and communication have made this possible, and what would be at risk if these networks were to break down.

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### Model Answer

#### Transport and Communication as Lifelines of India

India's vast size, linguistic diversity, and varied cultures are bridged effectively by its transport and communication networks.

**Transport links:** Railways bind the economic life of the country, moving freight and passengers over long distances. India has the second-largest road network in the world (62.16 lakh km), including Golden Quadrilateral Super Highways connecting mega cities. Airways and waterways further connect remote and coastal regions.

**Communication links:** India has one of the largest telecom networks in Asia. Mass media — radio (Akashwani), Doordarshan, newspapers in ~100 languages — creates national awareness. The Digital India programme advances knowledge-based connectivity.

**If these networks broke down:** Movement of goods and services would stop, trade would collapse, industries and agriculture would suffer, remote areas would become inaccessible, and India's socio-cultural unity would weaken — halting national development entirely.

Source: Chapter 7 — Lifelines of National Economy, NCERT Geography Class 10

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### Explanation

- Examiners expect **both** sides: how transport/communication unites India AND what would be at risk without them.
- Cite **specific examples** from the chapter (Railways, Golden Quadrilateral, Akashwani, Doordarshan, Digital India) — generic answers lose marks.
- The phrase "**lifelines of the nation**" is directly from the chapter; using it signals you've read the text.
- Keep points crisp — at 5 marks, ~110–120 words with clear structure scores better than a vague essay.

Q5. deep thorough-understanding § TRANSPORT

[3]

Inland oil refineries like Barauni, Mathura and Panipat are located far from the oilfields or ports that supply crude oil. Explain how pipeline transport made their establishment feasible. Also discuss ONE major limitation of pipelines as a mode of transport.

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**Model Answer**

Pipelines can transport crude oil over long distances efficiently and continuously, making it possible to supply inland refineries far from oilfields or ports. For example, Barauni is connected to Assam oilfields via pipeline, and Mathura and Panipat receive crude oil from Salaya (Gujarat) through the Salaya–Jalandhar pipeline. This eliminated the need for costly road/rail transport of crude. The initial cost of laying pipelines is high, but running costs are minimal and there are no trans-shipment losses or delays.

**Limitation:** The initial cost of laying pipelines is very high, and once laid, they lack flexibility — capacity cannot be easily increased, and they cannot be used for other goods without modification.

Source: Chapter 7 — Pipelines

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**Explanation**

- The examiner expects you to link **pipelines** → **inland refinery feasibility** with a specific example (Barauni/Salaya–Jalandhar network).
- One clearly stated limitation is sufficient — don't list two. "High initial cost" OR "inflexibility" are both acceptable; avoid vague answers like "not good."
- Avoid padding; 3 marks = roughly 3 scorable points: (1) how pipelines help, (2) an example, (3) one limitation.

Q6. medium thorough-understanding § Roadways

[3]

Railway construction in hilly and remote regions like the Himalayas is far more challenging and expensive than road construction. Explain why roads are considered a more viable mode of transport for connecting such regions, citing at least two specific reasons.

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### Model Answer

Roads are a more viable mode of transport than railways in hilly and remote regions like the Himalayas due to the following reasons:

1. **Lower construction cost:** The construction cost of roads is much lower than that of railway lines, making them more economical for difficult terrains.
1. **Ability to negotiate difficult terrain:** Roads can traverse comparatively more dissected and undulating topography and can negotiate higher gradients of slopes. As such, they can traverse mountains like the Himalayas where railway construction is nearly impossible.
1. **Easier maintenance:** Roads can be built and maintained with greater ease compared to railway lines in remote regions.

Source: Chapter 7, Roadways section

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### Explanation

- The examiner expects you to cite **specific reasons from the textbook**, not general knowledge. The passage clearly lists reasons why roads have an edge over railways — use those directly.
- For a 3-mark question, **2–3 distinct points** with brief elaboration are ideal. Avoid writing a full paragraph without clear points.
- Key phrases to include: "*higher gradients*," "*undulating topography*," "*lower construction cost*" — these are textbook terms examiners look for.
- Do **not** write about waterways or pipelines; stay focused on the roads vs. railways comparison as the question demands.

Q7. medium thorough-understanding § Roadways

[3]

Road transport is described as a 'feeder' to other modes of transport. What does this mean, and why is this role difficult for railways to perform?

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**Model Answer**

Road transport acts as a **feeder** to other modes of transport, meaning it provides connecting links between railway stations, airports, and seaports — carrying goods and passengers to and from these terminals to their final destinations.

Railways cannot easily perform this role because they run on fixed tracks and cannot provide **door-to-door service**. They cannot traverse highly dissected, undulating topography or negotiate steep gradients. Building rail lines to every village or terminal point is far more costly and practically difficult compared to roads.

Source: Chapter 7 — Roadways

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**Explanation**

- The key phrase from the textbook is: roads "provide a link between railway stations, air and sea ports" — quote or paraphrase this directly.
- The contrast with railways must focus on **fixed tracks**, **high construction cost**, and **inability to reach every point** — these are the specific limitations mentioned in the chapter.
- Examiners award marks for: (1) defining 'feeder' correctly, (2) at least one reason railways can't do this. For 3 marks, aim to cover both clearly with one supporting detail.

Q8. straightforward thorough-understanding § Roadways

[1]

Which of the following correctly describes the primary objective of the Golden Quadrilateral Super Highway project?

- (A) To connect every village to a district headquarters by an all-weather road
- (B) To link Delhi, Mumbai, Chennai, and Kolkata to reduce the distance and travel time between them
- (C) To provide strategic road access along the northern and north-eastern borders
- (D) To upgrade all National Highways to six-lane expressways across the country

- A To connect every village to a district headquarters by an all-weather road
- B To reduce travel time and distance between India's major metropolitan cities
- C To provide strategic road access along the northern and north-eastern borders
- D To replace the existing National Highway network with six-lane roads

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### Model Answer

**(B)** The primary objective of the Golden Quadrilateral Super Highway project is **to reduce the time and distance between the mega cities** Delhi, Mumbai, Chennai, and Kolkata by linking them through six-lane Super Highways.

Source: Roadways, Chapter 7

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### Explanation

The textbook clearly states: "*The major objective of these Super Highways is to reduce the time and distance between the mega cities of India.*" Options A and C describe Pradhan Mantri Grameen Sadak Yojana and Border Roads Organisation respectively – common distractors. Option D is incorrect as it misrepresents the project's scope. Always remember the four cities: **Delhi–Kolkata–Chennai–Mumbai.**

Q9. medium thorough-understanding § Roadways

[3]

The Pradhan Mantri Grameen Sadak Yojana and the Border Roads Organisation both build roads, but they serve entirely different purposes. Compare the specific goals of each.

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**Model Answer**

**Pradhan Mantri Grameen Sadak Yojana (PMGSY):** Its specific goal is to link every village in the country to a major town through an all-season motorable road. It focuses on rural connectivity, ensuring villages are not cut off during any season.

**Border Roads Organisation (BRO):** Established in 1960, its goal is to construct and maintain roads of **strategic importance** in the northern and north-eastern border areas. It improves accessibility in difficult terrain and supports national security while also aiding economic development of border regions.

**Key Difference:** PMGSY targets rural development and internal village connectivity, whereas BRO focuses on strategic/defence-related roads in challenging border terrain.

Source: Roadways, Chapter 7

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**Explanation**

- Examiners expect you to clearly name both schemes and state their **specific, distinct purposes** — not just say "both build roads."
- Key terms to include: *all-season motorable road* (PMGSY), *strategic importance* and *1960* (BRO).
- The comparison/contrast line at the end earns full credit for a 3-mark answer — it shows you understand the difference, not just the definitions.
- Avoid writing a general paragraph; use the scheme names as headings to keep the answer clear and structured.

**Q10.** medium thorough-understanding § Roadways

[3]

A transport planner recommends road transport over rail transport for moving small quantities of goods over short distances between two towns. Justify this recommendation using specific characteristics of road transport.

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### Model Answer

Road transport is recommended over rail transport for moving small quantities of goods over short distances because:

1. **Economical for small loads:** Road transport is economical for transporting relatively smaller amounts of goods over short distances.
2. **Door-to-door service:** It provides door-to-door service, reducing loading and unloading costs significantly.
3. **Lower construction and maintenance cost:** Roads are cheaper to build and maintain than railway lines, making short-distance road connectivity more feasible and flexible.

Source: Roadways, Chapter 7

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### Explanation

The examiner expects you to pick **specific reasons** from the textbook — not general statements. The three most relevant points here are economy for small loads/short distances, door-to-door service, and lower construction costs. Avoid copying the full paragraph; frame each point as a distinct justification. Writing "road transport is better" without linking it to the scenario (small quantities, short distances) will lose marks.

Q11. deep thorough-understanding § Roadways

[3]

The Lahaul-Spiti valley in Himachal Pradesh remained cut off from the rest of India for nearly six months every year before a major tunnel was constructed by the Border Roads Organisation. (i) What geographic factor caused this seasonal isolation? (ii) How does tunnel construction address this problem better than a surface road through the same mountain pass?

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### Model Answer

(i) The Lahaul-Spiti valley was cut off due to **heavy snowfall** in the Pir Panjal range of the Himalayas. Snow blocked the mountain passes (like Rohtang Pass), making surface roads impassable for about six months every year.

(ii) A tunnel passes **through** the mountain at a lower altitude (3,000 m MSL), avoiding the high-altitude snow-covered passes entirely. Unlike a surface road over a pass, the tunnel is sheltered from snowfall and avalanches, making it an **all-weather route** that keeps the valley connected throughout the year. The Atal Tunnel (9.02 km), built by BRO, achieves exactly this.

Source: *Border Roads, Chapter 7 (Roadways section)*

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### Explanation

- The passage explicitly states "heavy snowfall" as the cause — use this exact phrase.
- For part (ii), the key contrast is **surface road over a pass vs. tunnel through the mountain** — the tunnel avoids exposure to snow. Mentioning "all-weather" is important as that is the textbook's implied benefit.
- Mentioning the Atal Tunnel's name, length, and BRO adds precision and often earns full credit.
- Don't over-explain; 2 marks' worth of content is enough for part (ii).

Q12. deep thorough-understanding § Roadways

[5]

Road transport and rail transport are both land-based modes, yet they are complementary rather than purely competitive. Using at least three distinct points, explain why road transport cannot fully replace railways in India, nor railways fully replace roads.

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### Model Answer

Road and rail transport are complementary because each has unique strengths the other cannot match.

#### Why roads cannot replace railways:

1. Railways are the principal mode for carrying large volumes of freight and passengers over long distances more economically.
2. Railways bind the economic life of the country and integrate industry and agriculture over vast distances — a scale roads cannot achieve.
3. A single train replaces hundreds of trucks, making bulk transport far more efficient.

#### Why railways cannot replace roads:

1. Roads can traverse dissected, undulating terrain and steep gradients (e.g., Himalayas) where laying railway lines is difficult or impossible.
2. Roads provide door-to-door service, reducing loading/unloading costs — railways require trans-shipment at stations.
3. Road transport is economical for small quantities of goods and few passengers over short distances.
4. Roads act as feeders to railways, airports and seaports, linking them to interior areas.

Source: Chapter 7 — Roadways and Railways sections

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### Explanation

- The examiner expects **both sides** of the argument: limits of roads AND limits of railways. Missing one side loses marks.
- Use textbook phrases like "door-to-door service," "principal mode," "feeder to other modes," "dissected topography" — these signal you've read the chapter.
- 5 marks → roughly 5 distinct points; the answer above gives 3+4 but a student can write 3+3 comfortably.
- Do not write a vague general essay; use labelled/numbered points for clarity and easy examiner marking.

Q13. medium thorough-understanding § Railways

[3]

Why are the northern plains of India considered the most favourable region for the development of railway networks, compared to the Himalayan region?

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### Model Answer

The northern plains are considered most favourable for railway development due to the following reasons:

1. **Level terrain:** The vast, flat land makes construction of railway lines easy and cost-effective.
2. **High population density:** Dense population ensures high demand for rail transport, making it economically viable.
3. **Rich agricultural resources:** The region's agricultural productivity generates heavy freight traffic.

In contrast, the Himalayan region has **high relief, sparse population, and lack of economic opportunities**, making construction of railway lines extremely difficult and uneconomical.

Source: *Railways, Chapter 7*

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### Explanation

The examiner expects you to contrast the two regions using the three factors from the textbook: physiography (level land vs. high relief), population (dense vs. sparse), and economic activity (rich agriculture vs. lack of opportunities). Avoid writing a general answer — use these specific textbook terms. Three clear points with the contrast earn full 3 marks.

Q14. medium thorough-understanding § Railways

[3]

The Konkan railway was built along the west coast despite significant engineering challenges. What were these challenges, and why was it still considered worthwhile to build it?

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### Model Answer

The Konkan railway was built along the west coast of India, which is a region of significant geographical challenges. The **Sahyadri (Western Ghats)** could only be crossed through gaps or ghats, and the railway faced problems such as **sinking of track in some stretches** and **landslides**.

Despite these challenges, it was still considered worthwhile because the Konkan railway **facilitated the movement of passengers and goods** in one of the **most important economic regions of India**, improving connectivity and boosting trade and travel along the west coast.

Source: *Contemporary India II, Chapter 7 – Railways*

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### Explanation

- The question is 3 marks, so cover: (1) the geographical challenge (Sahyadri/Ghats), (2) specific engineering problems (sinking track, landslides), and (3) why it was worth it (economic importance of the region).
- The passage directly mentions these points — use its exact phrases like "sinking of track" and "most important economic region" to score full marks.
- Don't over-explain; examiners reward precise, textbook-grounded answers.

Q15. straightforward thorough-understanding § Railways

[1]

Which gauge covers the longest route distance in the Indian Railway network?

- (a) Metre Gauge
- (b) Narrow Gauge
- (c) Broad Gauge
- (d) All gauges are equal
  - a Metre Gauge
  - b Narrow Gauge
  - c Broad Gauge
  - d All gauges are equal

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### Model Answer

#### (c) Broad Gauge

Broad Gauge (1.676 m) covers the longest route distance of 63,950 km in the Indian Railway network.

#### Explanation

The answer is directly supported by Table 7.1 in the Railways section of Chapter 7, which clearly shows Broad Gauge has 63,950 km of route out of the total 67,956 km — far more than Metre Gauge (2,402 km) or Narrow Gauge (1,604 km).

Q16. deep thorough-understanding § Railways

[3]

A new township is being planned in a densely forested and hilly region of central India. A planner argues that laying a railway line there would face more difficulties than in the plains of western Rajasthan. Do you agree? Give reasons for your answer, comparing the physiographic and construction challenges of both regions.

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### Model Answer

Yes, I agree. The textbook states that hilly, forested tracts (like Madhya Pradesh, Chhattisgarh) are difficult for railway construction due to high relief, requiring tunnels, bridges, and cuts through hills. Landslides and sinking of tracks are additional hazards, as seen in the Konkan Railway.

In contrast, while western Rajasthan's sandy plains are also mentioned as difficult, the terrain is at least level, making construction relatively easier than navigating steep gradients, dense forests, and unstable hill slopes of central India.

Source: Chapter 7, Railways section

#### Explanation

- The textbook explicitly lists both regions as challenging but describes hilly/forested areas as facing relief-related issues (tunnels, bridges, landslides) that are more complex engineering problems than sandy plains.
- Examiners expect a **direct comparison** of the two regions using textbook reasons — don't just describe one region.
- Key terms to use: *high relief, tunnels, landslides, sinking of track, sandy plain, level land.*
- Avoid copying entire sentences; paraphrase and compare for full marks.

Q17. medium thorough-understanding § Railways

[3]

Indian Railways is described as a great integrating force for the nation. Explain this statement using specific functions of the railway network — economic, social, and administrative — to support your answer.

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**Model Answer**

Indian Railways is rightly called a great integrating force because it serves the nation in multiple ways:

- **Economic:** It carries goods and raw materials across vast distances, linking producers with markets and boosting trade and industry.
- **Social:** It promotes movement of people across regions, helping cultural exchange and reducing regional isolation.
- **Administrative:** It facilitates troop movement and transport of essential supplies, aiding national security and governance across the country's far-flung areas.

Thus, railways bind the nation's diverse regions into one integrated unit.

*Source: Transport and Communication, Chapter 7*

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**Explanation**

- CBSE expects **three distinct points** — one each for economic, social, and administrative functions — for a 3-mark question like this.
- The passage emphasises railways as part of India's socio-economic progress; use those cues to frame your answer.
- Avoid vague statements like "very important" — always state **how** it integrates (e.g., links producers to markets, cultural exchange, troop movement).
- One crisp sentence per function is enough; do not over-elaborate.

Q18. deep thorough-understanding § Railways

[5]

'The distribution of railway lines in India is as much a story of what could NOT be built as of what was built.' Analyse this statement with reference to the physiographic barriers that have limited railway expansion across different regions of India.

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### Model Answer

The distribution of railway lines in India reflects not just engineering achievement but also where construction was impossible or highly challenging due to physiographic barriers.

**Northern Plains:** Though most favourable for railways due to level terrain, the wide rivers required construction of numerous bridges, posing significant obstacles.

**Himalayan Region:** High relief, steep gradients, sparse population and limited economic activity made railway construction extremely difficult and largely unfeasible.

**Peninsular Hilly Terrain:** Railway tracks had to be laid through low hills, gaps or tunnels. The Sahyadri (Western Ghats) could only be crossed through gaps/passes (Ghats).

**Western Rajasthan:** Sandy plains made it difficult to lay and maintain stable railway tracks.

**Swamps of Gujarat & Forests of M.P., Chhattisgarh, Odisha, Jharkhand:** These posed serious engineering and logistical challenges limiting railway expansion.

Thus, physiography determined both where railways were built and, crucially, where they could not be.

Source: Chapter 7, Railways section

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### Explanation

- The question is analytical — examiners expect you to name **specific regions** with their **specific barriers**, not just give a general statement.
- The source passage lists exact regions (Himalayas, Rajasthan, Gujarat swamps, forests of MP/Chhattisgarh/Odisha/Jharkhand, Sahyadri). Use all of them — each one earns marks.
- Structure as region → barrier → impact on railways. This shows analysis, not just description.
- The opening and closing lines frame the answer analytically, which examiners reward in "Analyse" questions.
- Do not confuse this with roadways advantages — the contrast is implicit (roads can handle gradients; railways cannot).

Q19. deep thorough-understanding § Railways

[3]

A fruit farmer in a remote hilly village and a construction company building a highway in a sparsely populated area both prefer road transport over rail transport for their needs. Explain TWO distinct conditions that make road transport more suitable than railways in such situations, and why railways cannot easily match roads in those contexts.

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### Model Answer

**Condition 1 – Difficult/undulating terrain:** Roads can negotiate higher gradients and traverse dissected, hilly topography. Railways cannot easily be built in such terrain because laying tracks requires nearly level ground; high relief makes construction extremely costly or impractical. A hilly village is therefore better served by roads.

**Condition 2 – Small loads over short distances / door-to-door need:** Road transport is economical for fewer persons or smaller quantities of goods over short distances, and provides door-to-door service, reducing loading/unloading costs. Railways require fixed terminals and are economical only for bulk goods over long distances, making them unsuitable for a remote farm or a small construction site.

Source: Roadways, Railways – Chapter 7

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### Explanation

- The question has two parts within it: name TWO conditions **and** explain why railways cannot match roads. Address both for full marks.
- Stick to textbook language: "dissected and undulating topography," "negotiate higher gradients," "door-to-door service," "economical for smaller amounts over short distances" — these are exact phrases examiners look for.
- Don't write generic points; anchor each condition to the specific scenario (hilly village / small construction site) to show application.

**Q20.** medium thorough-understanding § Pipelines

[3]

Crude oil refineries at Barauni, Mathura and Panipat are located deep inland, far from the oil fields or ports where crude arrives. Explain why pipeline transport emerged as the most suitable mode for supplying crude oil to these inland refineries. Support your answer with at least two distinct reasons.

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### Model Answer

Pipeline transport is the most suitable mode for supplying crude oil to inland refineries like Barauni, Mathura, and Panipat due to the following reasons:

1. **Feasibility for inland locations:** The far inland locations of these refineries could be thought of only because of pipelines, which can carry crude oil efficiently over long distances from oil fields or ports.
1. **Low running cost:** Although the initial cost of laying pipelines is high, subsequent running costs are minimal, making it economical for continuous supply.
1. **No trans-shipment losses or delays:** Pipelines rule out trans-shipment losses or delays, ensuring a safe and uninterrupted supply of crude oil.

Source: Chapter 7, Pipelines section

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### Explanation

- The answer directly uses textbook language — examiners reward accuracy with source text.
- Three distinct reasons are given even though two were asked; this strengthens a 3-mark answer.
- Key phrases like "far inland locations," "initial cost high but running costs minimal," and "rules out trans-shipment losses" are lifted from the passage — these are the scoring points.
- Avoid writing vague points like "it is fast" or "it is convenient" unless supported by the text.

**Q21.** medium thorough-understanding § Pipelines

[1]

Which of the following statements best explains why the Hazira-Vijapur-Jagdishpur (HVJ) pipeline was significant for India's industrial development?

- (A) It was the first pipeline used to transport water to cities and industries.  
(B) It linked offshore gas fields with fertilizer, power and industrial complexes in western and northern India, enabling energy-intensive industries to grow away from the coast.  
(C) It connected oil fields in upper Assam to Kanpur, reducing dependence on road transport of petroleum.  
(D) It transported solid materials converted into slurry, reducing the need for railway freight.

A It was the first pipeline used to transport water to cities and industries.

B It linked offshore gas fields with fertilizer, power and industrial complexes in western and northern India, enabling energy-intensive industries to grow away from the coast.

C It connected oil fields in upper Assam to Kanpur, reducing dependence on road transport of petroleum.

D It transported solid materials converted into slurry, reducing the need for railway freight.

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### Model Answer

#### Answer: (B)

The HVJ pipeline linked Mumbai High and Bassein offshore gas fields with fertilizer, power, and industrial complexes in western and northern India, enabling energy-intensive industries to develop away from the coast.

Source: Chapter 7 (Pipelines)

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### Explanation

- Option **C** describes the Assam–Kanpur pipeline, not HVJ.
- Option **D** describes slurry transport — a general pipeline feature, not specific to HVJ.
- Option **A** describes the older use of pipelines (for water), which is now outdated.
- The textbook explicitly states HVJ "linked Mumbai High and Bassein gas fields with various fertilizer, power and industrial complexes in western and northern India" — making **B** the only accurate and specific answer.
- Key phrase to remember: *cross-country gas pipeline* enabling inland industrial growth.

**Q22.** medium thorough-understanding § Waterways

[2]

Waterways are considered the most suitable mode of transport for heavy and bulky goods. Justify this statement by giving TWO reasons.

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### Model Answer

Waterways are most suitable for heavy and bulky goods because:

1. **Cheapest mode:** Waterways are the cheapest means of transport, making them economical for carrying large volumes of heavy goods over long distances.
2. **Fuel-efficient and eco-friendly:** They are fuel-efficient and environment friendly, reducing the cost of transporting bulky cargo significantly.

Source: *Waterways, Chapter 7*

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### Explanation

The textbook directly states two key features of waterways: (1) they are the **cheapest** means of transport, and (2) they are **fuel-efficient and environment friendly**. These two points directly justify their suitability for heavy and bulky goods. Examiners expect students to use these exact textbook phrases. Avoid adding points not mentioned in the source passage.

**Q23.** straightforward thorough-understanding § Waterways

[1]

Which of the following correctly matches the National Waterway with its route and approximate length?

- (A) NW-3 — Kollam to Kottapuram (West Coast Canal), 205 km  
 (B) NW-3 — Sadiya to Dhubri (River Brahmaputra), 891 km  
 (C) NW-3 — Allahabad to Haldia (River Ganga), 1620 km  
 (D) NW-3 — Kollam to Kottapuram (West Coast Canal), 168 km

A N.W. No. 1 – Ganga river between Prayagraj and Haldia (1620 km)

B N.W. No. 3 – West-Coast Canal (Kottapurma–Kollam, Udyogamandal and Champakkara canals – 205 km)

C N.W. No. 2 – Brahmaputra river between Sadiya and Dhubri (891 km)

D N.W. No. 4 – Godavari and Krishna rivers along with Kakinada–Puducherry canals (1078 km)

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### Model Answer

The correct answer is **(B)**: NW-3 — West Coast Canal, Kottapuram to Kollam, approximately **205 km**.

### Explanation

The passage clearly states NW No. 3 is the West-Coast Canal (Kottapuram–Kollam, Udyogamandal and Champakkara canals) = **205 km**. Option (A) in the question swaps the direction (Kollam to Kottapuram) but the length 205 km is correct; however, option (D) gives 168 km which is wrong. The MCQ option that fully matches the source — correct waterway, correct route description, and correct length (205 km) — corresponds to choice **(B)** from the given options.

Source: Chapter 7, Waterways section.

Q24. deep thorough-understanding § Waterways

[3]

India conducts 95 per cent of its foreign trade volume by sea, yet sea transport is rarely used for internal trade between Indian states. Using your understanding of both waterways and other transport modes covered in this chapter, explain why sea transport dominates international trade but not domestic trade in India.

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### Model Answer

Sea transport dominates international trade because India is a peninsula with ports along its long coastline, making it the cheapest and most suitable mode for carrying heavy, bulky goods over long distances between continents.

For domestic (internal) trade, sea transport is impractical because:

- Goods need to reach inland states far from the coast.
- Roads and railways provide door-to-door service, can reach all regions including hilly and remote areas, and are faster and more convenient for shorter distances.
- Inland waterways, though present (14,500 km), are limited in coverage and cannot connect all states.

Thus, roadways and railways are better suited for internal trade, while sea routes serve international trade efficiently.

Source: *Waterways and International Trade, Chapter 7*

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### Explanation

The examiner expects two parts: **why sea suits international trade** (cheapest, handles heavy/bulky cargo, peninsular location with ports) and **why it doesn't suit internal trade** (inland states unreachable by sea, roads/railways provide better connectivity and door-to-door service). Don't just state facts — link the reason to the geographic/economic context. The inland waterways detail shows awareness of the chapter's content and limits of water transport domestically.

**Q25.** medium thorough-understanding § Major Sea Ports

[3]

Deendayal Port (Kandla) was developed soon after Independence primarily to serve which function, and why was this need created?

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### Model Answer

Deendayal Port (Kandla) in Kuchchh was the **first port developed soon after Independence** to **ease the volume of trade on the Mumbai port**. This need arose due to the **Partition of India**, after which the port of Karachi was lost to Pakistan. With Karachi no longer available, Mumbai port faced excessive pressure from increased trade traffic. Deendayal Port, being a tidal port, was developed to handle this load and to cater to exports and imports of the productive granary and industrial belt of states like Punjab, Haryana, Rajasthan, and Gujarat.

Source: *Major Sea Ports, Chapter 7*

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### Explanation

- The examiner expects **two clear points**: (1) the function — to decongest/ease pressure on Mumbai port, and (2) the reason — loss of Karachi port to Pakistan after Partition.
- Naming the location (Kuchchh) and mentioning it is a **tidal port** adds accuracy and can fetch full marks.
- Avoid writing a long list of states; one or two examples are sufficient for a 3-mark answer.
- The phrase "in the wake of loss of Karachi port to Pakistan after the Partition" is directly from the textbook — use similar wording.

**Q26.** medium thorough-understanding § Major Sea Ports

[1]

Which of the following correctly explains why Kolkata (Shyama Prasad Mookerjee) port requires constant dredging?

- It handles the largest volume of iron ore exports, which settles as sediment in the harbour.
  - It is a tidal, riverine port on the Hooghly, where silt continuously accumulates in the channel.
  - It was built as a subsidiary port and its approach channel was never fully completed.
  - Its landlocked location means freshwater inflow raises the riverbed level over time.
- It handles the largest volume of iron ore exports, which settles as sediment in the harbour.
  - It is a tidal, riverine port on the Hooghly, where silt continuously accumulates in the channel.
  - It was built as a subsidiary port and its approach channel was never fully completed.
  - Its landlocked location means freshwater inflow raises the riverbed level over time.

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### Model Answer

**(b)** It is a tidal, riverine port on the Hooghly, where silt continuously accumulates in the channel.

### Explanation

The textbook states: "*Being a tidal port, it requires constant dredging of Hooghly.*" Kolkata (Shyama Prasad Mookerjee) is an **inland riverine port** on the Hooghly. As a tidal, riverine location, silt naturally deposits in the channel, necessitating continuous dredging. Option (d) is wrong — it is not landlocked in the Vishakhapatnam sense. Option (c) describes Haldia (the subsidiary port), not Kolkata. Option (a) refers to iron ore ports like Mormugao/Paradwip, not Kolkata.

Q27. medium thorough-understanding § Major Sea Ports

[2]

Mormugao and Paradwip are both prominently associated with iron ore exports. New Mangalore port, on the other hand, handles a different primary commodity. Identify that commodity and explain what this tells us about the relationship between a port's hinterland and its cargo profile.

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### Model Answer

New Mangalore port handles the export of **iron ore concentrates from Kudremukh mines**.

This shows that a port's cargo profile is directly determined by its hinterland's resources. Since Kudremukh (Karnataka) produces iron ore concentrates, New Mangalore—being the nearest major port—exports this commodity, reflecting the productive activity of its immediate interior region.

Source: *Major Sea Ports, Chapter 7*

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### Explanation

- The passage explicitly states New Mangalore "caters to the export of iron ore concentrates from Kudremukh mines"—use this exact phrasing for the first part.
- The second part (relationship between hinterland and cargo) is inferential but directly supported by the text. The hinterland supplies the goods; the port ships them. Keep it brief—this is a 2-mark question, so one clear line of explanation is enough.
- Don't confuse New Mangalore with Mormugao (premier iron ore exporter, ~50% of India's iron ore export) or Paradwip (also iron ore). The distinction is the *type*: New Mangalore exports **concentrates** specifically from Kudremukh.

**Q28.** medium thorough-understanding § Major Sea Ports

[3]

Jawaharlal Nehru Port was not built to replace Mumbai port but rather to complement it. Justify this statement by explaining the specific problem it was designed to solve and the broader role it now plays.

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### Model Answer

Mumbai is the biggest port with a spacious natural harbour, but heavy traffic led to congestion. **Jawaharlal Nehru Port was planned specifically to decongest the Mumbai port.** It was not built as a replacement but as a complementary facility to share the load of cargo handled by Mumbai.

Beyond relieving congestion, Jawaharlal Nehru Port now serves as a **hub port for the entire region**, meaning it handles and redistributes cargo for multiple destinations. This dual role — decongesting Mumbai while acting as a regional hub — makes it a complement rather than a competitor to Mumbai port.

Source: *Major Sea Ports, Chapter 7*

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### Explanation

- The examiner expects **two clear points**: (1) the specific problem — congestion at Mumbai port, and (2) the broader role — functioning as a hub port for the region. Both are directly from the passage.
- The word "complement" is key — use it to directly address the statement in the question.
- Avoid writing about other ports (Kandla, Mormugao, etc.) — stay focused on Jawaharlal Nehru Port and Mumbai only.
- At 3 marks, ~70–80 words with two distinct points is sufficient. No need to describe Mumbai's geography in detail.

Q29. deep thorough-understanding § Major Sea Ports

[3]

Chennai is described as one of India's oldest artificial ports on the east coast, while V.O. Chidambaranar (Tuticorin) port in Tamil Nadu handles a large volume of cargo without the same infrastructure investment. What geographic characteristic gives Tuticorin a natural advantage that Chennai lacks, and how does this illustrate the role of physical geography in port development?

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### Model Answer

#### Geographic Advantage of Tuticorin over Chennai:

V.O. Chidambaranar (Tuticorin) port possesses a **natural harbour**, which allows it to handle a large variety of cargo efficiently without requiring major artificial construction. Chennai, by contrast, is one of India's **oldest artificial ports**, meaning significant infrastructure investment was needed to create its harbour.

This illustrates how physical geography directly influences port development: a naturally sheltered coastline reduces construction costs and enables easier cargo handling, while locations lacking such features must rely on costly man-made infrastructure to function as ports.

Source: Chapter 7, Major Sea Ports section

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#### Explanation

- The key contrast the textbook explicitly draws is: Tuticorin = **natural harbour**; Chennai = **artificial port**. State this clearly.
- The question asks you to *illustrate a principle* (role of physical geography), so link the geographic feature to its practical consequence (cost, ease of development).
- Don't add ports or facts not in the passage — examiners check for textbook accuracy.
- At 3 marks, ~70–80 words is sufficient; avoid padding.

**Q30.** deep thorough-understanding § Major Sea Ports

[3]

India handles 95% of its foreign trade volume by sea, yet sea transport is sometimes considered slower and less flexible than air or road. Explain why sea ports remain so dominant for India's international trade despite these limitations, drawing on the nature of the goods traded and the characteristics of sea transport.

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### Model Answer

Despite being slower, sea transport dominates India's international trade because it is the **cheapest means of transport** and most suitable for carrying **heavy and bulky goods** — exactly the kind India trades (petroleum crude, machinery, base metals, gems, chemicals). Since 95% of trade volume moves by sea (68% by value), the sheer scale and weight of goods makes cost-efficiency critical. Air transport, though faster, is too expensive for bulk cargo. Sea routes also connect India to all major global trading blocs efficiently via its extensive coastline.

Source: *Waterways and International Trade, Chapter 7*

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### Explanation

- The key facts examiners want: **95% volume / 68% value by sea, cheapest means, suitable for heavy and bulky goods.**
- Link the nature of India's imports/exports (petroleum, machinery, bulk commodities) to why sea is preferred — this shows applied understanding, which earns full marks.
- Don't just list facts; briefly explain the *why* (cost + bulk cargo suitability). Three marks = three linked points minimum.

**Q31.** medium thorough-understanding § Airways

[3]

Despite India having well-developed road and rail networks, air transport remains the preferred mode of travel in the north-eastern states. Why?

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### Model Answer

The north-eastern states have difficult terrain marked by big rivers, dissected relief, dense forests, frequent floods, and international frontiers. These physical barriers make construction and maintenance of roads and railway lines extremely difficult, expensive, and often impossible. Air transport easily overcomes such challenging terrain and natural obstacles. Additionally, Pawanhans Helicopters Ltd. provides helicopter services to inaccessible areas in the north-east, making air travel the most practical and preferred mode of transport in the region.

Source: *Airways, Chapter 7*

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### Explanation

The examiner expects three clear reasons drawn from the textbook passage on Airways. Focus on: (1) difficult physical features — rivers, dissected relief, dense forests, floods, (2) international frontiers limiting road/rail expansion, and (3) role of air/helicopter services (Pawanhans). Avoid general statements about air travel being fast; keep the answer region-specific to north-east India.

Q32. medium thorough-understanding § Airways

[3]

What is the primary goal of the UDAN scheme, and how does it aim to make air travel more inclusive for the common citizen?

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**Model Answer**

**UDAN (Ude Desh ka Aam Nagrik)** is a Regional Connectivity Scheme launched by the Ministry of Civil Aviation, Government of India. Its primary goal is to **promote regional connectivity by making air travel affordable for the common citizen.**

It aims to achieve this by:

- Encouraging airlines to operate flights on **regional and remote routes.**
- Extending **incentives and enabling policies** to airlines.
- Jump-starting the **regional aviation market**, which was previously underdeveloped.

Thus, UDAN focuses on connecting smaller cities and remote areas, ensuring air travel is not limited to the privileged few.

Source: *Airways, Chapter 7*

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**Explanation**

- The question is directly based on the UDAN passage — keep your answer text-grounded.
- Examiners look for: (1) full form of UDAN, (2) the goal (regional connectivity + affordability), and (3) the method (incentives to airlines for regional/remote routes). These are the three scoring points for 3 marks.
- Avoid writing general facts about air transport — stick to UDAN specifically.

**Q33.** deep thorough-understanding § Airways

[5]

A student argues: 'Since airways are the fastest and most comfortable mode of transport, India should invest exclusively in expanding airports rather than developing any other mode of transport.' Using your understanding of India's geography and transport needs, evaluate this argument.

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### Model Answer

The student's argument is **partially correct but largely flawed**. While airways are indeed the fastest and most comfortable mode of transport, investing *exclusively* in airports is impractical for India due to the following reasons:

1. **Cost:** Air travel is expensive and unaffordable for the majority of India's population. Roadways and railways are far more economical.
2. **Bulk cargo:** Waterways are cheapest for heavy/bulky goods; airways cannot replace this function.
3. **Connectivity:** Roads provide door-to-door service and act as feeders to airports, railways, and seaports. Without roads, airports are inaccessible.
4. **Trade:** 95% of India's trade volume is moved by sea — airways cannot substitute this.
5. **Terrain and reach:** Railways and roads serve plains and interiors efficiently; all modes are complementary.

A dense and efficient **network of all transport modes** is a prerequisite for national development — no single mode can substitute others.

Source: Chapter 7 — Lifelines of the National Economy, Roadways, Airways, Waterways sections

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### Explanation

Examiners look for a structured evaluation — acknowledge what is correct in the argument, then systematically refute it using facts from the chapter. Key points: air travel's cost/accessibility limitation, the role of waterways for bulk trade (95% sea trade), roads as feeders, and the textbook's central idea that a *complementary network* of transport is essential. Avoid writing a one-sided answer; "evaluate" means both sides must be addressed.

Q34. deep thorough-understanding § Communication

[3]

[short\_answer] India has the largest postal network in the world, yet special mail channels had to be introduced for large towns and cities. What problem were these channels designed to solve, and what does their introduction reveal about the limitations of a single uniform postal system?

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### Model Answer

India's postal network handles a large volume of mail, but a **single uniform system** cannot efficiently manage the high density and speed requirements of large towns and cities. To solve the problem of **delayed delivery** in urban areas, six special mail channels were introduced: Rajdhani Channel, Metro Channel, Green Channel, Business Channel, Bulk Mail Channel, and Periodical Channel.

This reveals that a one-size-fits-all postal system becomes inadequate as urban demand grows. Differentiated channels are needed to ensure **quick and efficient delivery** based on the type and volume of mail.

Source: *Communication, Chapter 7*

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### Explanation

- The question asks **two things**: (1) the problem, and (2) what the introduction of special channels reveals — address both clearly.
- The passage directly states these six channels were introduced "to facilitate quick delivery of mails in large towns and cities" — use this as your core point.
- The "limitation revealed" part requires a small inference: a uniform system cannot handle urban volume/speed needs. Keep it brief but explicit.
- Naming all six channels earns full marks and shows textbook accuracy.

**Q35.** medium thorough-understanding § Communication

[2]

[short\_answer] How has the integration of space technology with communication technology helped bridge the information gap between urban and rural India? Give specific examples to support your answer.

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### Model Answer

Integration of space technology with communication technology has helped extend STD (Subscriber Trunk Dialling) telephone facilities to villages across India, ensuring 24-hour connectivity at uniform rates. This has bridged the information gap by bringing grassroot-level communication on par with urban areas. Doordarshan and All India Radio further spread information in regional languages to rural populations.

Source: *Communication, Chapter 7*

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### Explanation

The passage directly states that uniform STD facilities across villages became possible by "integrating the development in space technology with communication technology" — quote this idea. Also mention Doordarshan/All India Radio as mass communication tools reaching rural India. Examiners expect **specific examples** (STD network, Doordarshan, AIR) and the key phrase about space-communication integration. Avoid vague generalities.

**Q36.** medium thorough-understanding § Communication

[3]

[short\_answer] In a country as diverse as India, mass communication through television and radio serves purposes that go far beyond entertainment. Explain these broader roles, giving examples of the kinds of messages or content that make these media nationally important.

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### Model Answer

Television and radio in India serve purposes beyond entertainment by spreading awareness about national programmes and policies.

**All India Radio (Akashvani)** broadcasts programmes in national, regional, and local languages, reaching diverse populations across the country. This helps in spreading government schemes, health awareness, and agricultural information to remote areas.

**Doordarshan**, one of the largest terrestrial networks in the world, broadcasts educational programmes, sports, and content for all age groups, promoting national integration and unity among India's diverse population.

Together, these media act as powerful tools for social awareness, education, and national development.

*Source: Communication, Chapter 7*

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### Explanation

- The examiner expects you to mention **both** All India Radio and Doordarshan by name — these are the textbook examples.
- Key phrases to use: "national, regional and local languages," "awareness about national programmes and policies," "largest terrestrial network."
- Don't just say "entertainment" — the question asks for **broader roles**, so focus on education, awareness, and linguistic/cultural reach.
- 3 marks = roughly 3 distinct points. Here: (1) role of radio, (2) role of TV, (3) overall national importance.

Q37. deep thorough-understanding § Communication

[3]

Consider this situation: a government wants to rapidly spread awareness about a new health policy to people living in remote villages who have limited access to the internet and newspapers. Based on your understanding of the means of communication in India, which medium would be most effective and why?

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### Model Answer

**Radio (All India Radio / Akashwani)** would be the most effective medium.

#### Reasons:

- All India Radio broadcasts programmes in **national, regional, and local languages**, reaching people across remote areas.
- It does **not require internet or literacy**, making it accessible to villagers with limited resources.
- Radio sets are affordable and widely available even in remote regions.
- It is specifically designed for **mass communication** to create awareness about national programmes and policies among diverse populations across the country.

Source: Chapter 7, Mass Communication section

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### Explanation

Examiners expect you to name **one specific medium** and justify it with **2–3 reasons directly from the chapter**. Radio is the textbook answer here because the passage explicitly states AIR broadcasts in local languages for various categories of people and mass communication creates awareness about national programmes. Avoid vague answers like "television" without justification — TV requires electricity and a set, which may not suit remote areas. Always link your reason back to the specific context given in the question (remote + no internet + no newspapers).

**Q38.** deep thorough-understanding § Communication

[5]

[long\_answer] 'Digital India is not merely about providing internet access — it is about transforming the lives of citizens through technology.' Explain this statement by discussing how the Digital India Programme aims to bring about social and economic change, particularly for those in rural and underserved areas of the country.

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### Model Answer

The Digital India Programme is an umbrella initiative aimed at transforming India into a knowledge-based economy through the formula: **IT (Indian Talent) + IT (Information Technology) = IT (India Tomorrow)**.

#### Social Change:

- Extends 24-hour STD and internet connectivity to every village, bridging the digital divide between urban and rural areas.
- Mass communication tools — radio, television, and internet — spread awareness about government schemes and policies among rural citizens.
- Improves access to education, healthcare information, and emergency services for underserved communities.

#### Economic Change:

- Enables e-governance, allowing citizens to access services digitally, reducing dependence on physical travel.
- Empowers rural entrepreneurs through digital platforms for trade and banking.
- Technology-driven development makes governance efficient and transparent, boosting overall economic growth.

Thus, Digital India makes technology central to enabling change for every citizen.

Source: *Communication, Chapter 7*

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### Explanation

The question asks you to explain the statement using the Digital India Programme — social AND economic change, with focus on rural/underserved areas. The source passage directly gives the formula and the "transformative" focus of the programme. Supplement it with related points from the chapter (rural STD connectivity, mass communication for awareness) to build a complete answer. Examiners look for: the IT formula, at least 2 social points, at least 2 economic points, and a concluding link to the statement. Avoid writing a general essay on technology — stay anchored to the chapter.

**Q39.** medium thorough-understanding § International Trade

[1]

A country consistently imports far more than it exports year after year. (a) What is this trade situation called? (b) What does it indicate about the country's economic position in international trade?

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### Model Answer

(a) This is called an **unfavourable balance of trade**.

(b) It indicates that the country spends more on imports than it earns from exports, reflecting a weak economic position in international trade.

Source: *International Trade, Chapter 7*

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### Explanation

This is a 1-mark question split into two tiny parts — keep each part to a phrase or short clause. The textbook directly defines "unfavourable balance of trade" as when the value of imports exceeds exports. Examiners expect that exact term for part (a). For part (b), a one-clause explanation linking it to economic weakness is sufficient — no elaboration needed.

**Q40.** deep thorough-understanding § International Trade

[3]

International trade is described as the 'economic barometer' of a country. Analyse this claim. How does the advancement of international trade reflect a country's economic prosperity, and in what way has India's emergence as a software giant altered the traditional understanding of what countries 'export'?

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### Model Answer

International trade is called the **economic barometer** of a country because its advancement serves as an index of a country's economic prosperity. A high volume of trade — especially a **favourable balance of trade** (exports exceeding imports) — signals a strong, productive economy.

India's emergence as a **software giant** has redefined traditional exports. Conventionally, countries exported physical commodities like gems, jewellery, or agricultural products. India now earns large foreign exchange through the **export of information technology**, proving that services and knowledge-based products are equally significant exports in modern international trade.

Source: *International Trade, Chapter 7*

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### Explanation

- The phrase "economic barometer" is directly from the textbook — use it and explain it briefly.
- The examiner expects two distinct points: (1) what the barometer analogy means, and (2) India's IT exports as a shift in the *nature* of exports (intangible services vs. tangible goods).
- Don't over-expand; 3 marks = ~3 clear ideas, tightly written.

Q41. medium thorough-understanding § Tourism as a Trade

[3]

Tourism is described as a form of trade. In what sense does international tourism function like an export for India?

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**Model Answer**

International tourism functions like an export for India because when foreign tourists visit India, they spend money on Indian goods and services — such as hotels, transport, food, handicrafts, and heritage sites. This spending brings **foreign exchange** into the country, just as exporting physical goods does. Instead of sending goods abroad, India earns foreign currency by attracting foreign tourists **to** India. Thus, tourism is considered an "invisible export," contributing to a favourable balance of trade and overall economic prosperity.

Source: *International Trade & Tourism as a Trade, Chapter 7*

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**Explanation**

- The key insight examiners want: foreign exchange earnings make tourism equivalent to an export — money flows **in** without a physical good leaving the country.
- Use the phrase "**invisible export**" or "**foreign exchange earnings**" — these are the scoring terms.
- Link it to balance of trade (favourable) for full marks.
- Avoid over-explaining; three clear points at ~25 words each = 3 marks.

Q42. deep thorough-understanding § Tourism as a Trade

[3]

A heritage monument located in a remote district lacks road and rail connectivity. How does poor transport linkage hinder the economic development of such a region? Support your answer with relevant examples.

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### Model Answer

Poor transport linkage hinders economic development in the following ways:

1. **Limited tourist footfall:** Without road or rail connectivity, tourists cannot easily reach the monument, reducing revenue from tourism, local handicrafts, and hospitality services.
1. **No door-to-door service:** Roads provide door-to-door service and act as feeders to other transport modes. Their absence isolates the region from markets and services.
1. **Slow overall development:** Efficient transport is a prerequisite for fast development. As seen with Border Roads Organisation, improved road access directly boosts economic development even in difficult terrain.

*Example:* A remote heritage site like those targeted under PRASHAD scheme remains economically backward without motorable roads linking it to nearby towns.

Source: Lifelines of National Economy, Chapter 7

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### Explanation

- The examiner expects you to **link transport gaps directly to economic loss** — don't just describe transport in general.
- Mention at least **2–3 specific impacts** (tourism, market access, development) for full marks.
- Use examples from the chapter (Border Roads, PRASHAD, Pradhan Mantri Grameen Sadak Yojana) to show textbook grounding — examiners reward this.
- Avoid padding; three tight points with one example is enough for 3 marks.

Q43. medium thorough-understanding § QUIZ DRIVE

[3]

Describe the North-South Corridor of the National Highways Development Project. How does it differ in purpose and coverage from the Golden Quadrilateral?

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**Model Answer**

**North-South Corridor:** It is a Super Highway linking **Srinagar (Jammu & Kashmir) in the north** to **Kanniyakumari (Tamil Nadu) in the south**. It is part of the National Highways Development Project, implemented by NHAI.

**Difference from Golden Quadrilateral:**

- The **Golden Quadrilateral** connects four mega cities — Delhi, Mumbai, Chennai, and Kolkata — forming a quadrilateral shape. Its purpose is to **reduce time and distance between major metros**.
- The **North-South Corridor** connects the extreme northern and southern ends of India, focusing on **regional connectivity across the length of the country**, not just metro cities.

Source: Roadways, Chapter 7

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**Explanation**

- Examiners expect you to clearly **describe the terminal points** of the North-South Corridor (Srinagar to Kanniyakumari).
- The **key distinction** is purpose: Golden Quadrilateral = linking mega cities; North-South Corridor = connecting extreme ends of the country.
- Both are part of the same NHAI project — don't say they are separate projects.
- At 3 marks, a short description + a clear point of difference is sufficient. Avoid writing an essay.

**Q44.** medium thorough-understanding § ACTIVITY**[3]**

Certain regions of India, particularly in the Himalayas, remain cut off from the rest of the country for several months each year due to extreme weather and difficult terrain. How has the development of border road infrastructure addressed such challenges, and what does this reveal about the strategic and developmental significance of roads in India's mountainous and frontier regions? Support your answer with a suitable example.

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**Model Answer**

The **Border Roads Organisation (BRO)**, established in 1960, constructs and maintains roads in northern and north-eastern border areas of strategic importance. These roads have improved accessibility in regions of difficult terrain and aided economic development of frontier areas.

**Example:** The **Atal Tunnel** (9.02 km), built by BRO in the Pir Panjal range at 3,000 m altitude, connects Manali to Lahaul-Spiti valley throughout the year. Earlier, the valley remained cut off for nearly **6 months** due to heavy snowfall. This reveals that border roads serve both **strategic** (defence access) and **developmental** (year-round connectivity, economic growth) purposes in India's mountainous regions.

Source: Roadways, Chapter 7

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**Explanation**

- The question is 3 marks, so 3 clear points are expected: (1) what BRO does, (2) a specific example, (3) strategic + developmental significance.
- Examiners look for the **Atal Tunnel** as the example — it is explicitly mentioned in the textbook passage. Always name the BRO, its year of establishment (1960), and both dimensions (strategic + developmental).
- Avoid vague statements; link the example directly to the challenge mentioned (region cut off for months).

Q45. deep thorough-understanding § ACTIVITY

[3]

The railway line extended from Banihal to Baramula passes through a region characterised by difficult terrain, international frontiers and extreme weather. Considering the factors that generally hinder railway expansion in such regions, why is extending rail connectivity to such areas considered especially significant despite the challenges?

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### Model Answer

Extending rail connectivity from Banihal to Baramula is significant despite challenges because:

1. **Difficult terrain:** The Himalayan region has high relief, making railway construction extremely costly and technically challenging, yet connectivity remains essential.
2. **Strategic importance:** The region lies near international frontiers, making rail links vital for national integration and defence logistics.
3. **Economic development:** Railways accelerate development of industry and agriculture and have been an integrating force, binding the economic life of the country.
4. **Accessibility:** It improves accessibility for a sparsely populated region that previously lacked reliable all-weather connectivity, enabling people to conduct business, pilgrimage, and goods transport.

Source: Chapter 7 – Railways

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### Explanation

The question links **factors hindering railway expansion** (high relief, sparse population, lack of economic opportunities – as stated in the Railways passage) with the **significance of overcoming these** (national integration, economic development, strategic/border importance). Examiners expect you to use textbook reasoning: mention the challenges briefly, then explain why connectivity is still worth it. Avoid generic statements; anchor points to the passage.

**Q46.** medium thorough-understanding § (whole-chapter synthesis)

[3]

Recommend the single most suitable mode of transport for each of the following situations and justify your choice with specific reasons: (a) Transporting crude oil from an oil field in Assam to an inland refinery. (b) Providing emergency connectivity to a remote Himalayan valley cut off by landslides or snow.

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### Model Answer

**(a) Pipeline transport** is most suitable for transporting crude oil from Assam to an inland refinery. As stated, there is a pipeline network from oil fields in upper Assam to Kanpur via Guwahati and Barauni. Pipelines eliminate trans-shipment losses and delays, and running costs after initial installation are minimal.

**(b) Airways** are most suitable for emergency connectivity to a remote Himalayan valley cut off by landslides or snow. Roads and railways cannot function when blocked by landslides or heavy snowfall, but aircraft and helicopters can operate above terrain barriers, providing the only viable link for relief and rescue.

Source: Lifelines of National Economy, Chapter 7

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### Explanation

- **(a)** The textbook explicitly mentions the Assam-to-Kanpur pipeline network, making pipeline the textbook-supported answer. Mention "no trans-shipment losses" as a specific advantage — this phrase comes directly from the chapter.
- **(b)** The textbook does not explicitly state airways for this scenario, but it does note that Himalayan terrain is unfavourable for roads and railways. The chapter on airways (implicitly) and the logic of terrain make airways the only defensible choice. Examiners accept this reasoning-based answer. Avoid mentioning Atal Tunnel here — it is a permanent infrastructure solution, not emergency connectivity.
- Keep justifications specific and linked to textbook reasoning to earn full marks.

Q47. deep thorough-understanding § (whole-chapter synthesis)

[3]

Waterways are described as the cheapest and most fuel-efficient mode of transport, yet India's foreign trade relies overwhelmingly on sea ports rather than inland waterways for international commerce. Using evidence from the chapter, explain why inland waterways alone cannot substitute for sea ports in handling India's external trade.

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### Model Answer

Inland waterways cannot substitute for sea ports in handling India's external trade for the following reasons:

1. **Geographical limitation:** Inland waterways (14,500 km) are confined to rivers and canals within the country. International trade requires ocean routes, which only coastal sea ports can access.
1. **Scale of foreign trade:** 95% of India's trade volume (68% by value) is moved by sea through its 12 major ports — a scale inland waterways cannot match.
1. **Connectivity:** Inland waterways connect only interior regions (e.g., Ganga, Brahmaputra); they have no direct link to foreign markets, making sea ports irreplaceable for exports and imports.

Source: Chapter 7 — Waterways, Major Sea Ports, International Trade

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### Explanation

The examiner expects three distinct points linked to evidence from the chapter. The key data to quote are: **14,500 km** of inland waterways (limited reach), **95% of trade volume by sea**, and the role of **12 major ports** in foreign trade. Do not confuse inland waterways (rivers/canals inside India) with sea routes. Avoid general statements — anchor each point to the textbook facts given.

**Q48.** medium thorough-understanding § (whole-chapter synthesis)

[1]

Consider the following assertion and reason and choose the correct option.

Assertion (A): Pipeline transport has enabled oil refineries such as Barauni, Mathura and Panipat to be established deep in the interior of India, far from the oil fields.

Reason (R): Pipelines, once laid, operate with minimal running costs, cause negligible trans-shipment losses, and can transport not only liquids and gases but also solids converted into slurry.

- (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.

- 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.

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### Model Answer

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

Assertion A is true — pipelines enabled refineries like Barauni, Mathura and Panipat to be set up in interior locations. Reason R is also true — pipelines have minimal running costs, no trans-shipment losses, and can carry slurry. However, R explains the *advantages* of pipelines in general, not specifically *why* inland refineries became possible (which is due to pipelines connecting oil fields to interior locations directly).

Source: Chapter 7, Pipelines section

### Explanation

- Both statements are factually correct and directly supported by the textbook passage.
- The key distinction: R lists general merits of pipelines (low running cost, no trans-shipment losses, slurry transport) — these do **not** logically explain *why* interior refineries could be established. The correct explanation for A would be that pipelines can carry crude oil efficiently over long distances to interior locations.
- Examiners expect students to check not just whether both statements are true, but whether R *directly and logically* explains A.

**Q49.** medium thorough-understanding § (whole-chapter synthesis)

[5]

Railways are called the backbone of India's transport system, while roads are described as a necessary feeder to other modes of transport. Using specific features of both, explain how railways and roads complement rather than simply compete with each other in moving goods and people across India.

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### Model Answer

Railways and roads complement each other rather than compete because each mode has strengths that fill the other's gaps.

**Railways** are the backbone because they efficiently carry large volumes of goods and passengers over long distances across the plains at lower per-unit cost.

#### Roads complement railways in the following ways:

1. **Feeder role:** Roads link railway stations, airports, and seaports to final destinations, completing the last-mile connectivity.
2. **Difficult terrain:** Roads can negotiate higher gradients and dissected topography like the Himalayas, where laying railway lines is impractical.
3. **Short distances & small loads:** Road transport is economical for carrying few persons or smaller goods over short distances.
4. **Door-to-door service:** Roads provide direct delivery, reducing loading/unloading costs that railways cannot avoid.
5. **Rural reach:** Under Pradhan Mantri Grameen Sadak Yojana, roads connect every village to major towns — areas railways do not serve.

Thus, roads feed traffic into the railway network and independently serve areas beyond rail's reach, making the two modes interdependent.

Source: *Roadways and Railways, Chapter 7 — Transport and Communication*

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### Explanation

- The examiner expects you to **name specific features** of both modes and use the word "complement/feeder" — the textbook explicitly uses this language.
- Avoid saying railways and roads "compete"; the question asks you to argue they complement — structure your points to show this.
- 5 marks = roughly 5 distinct points; using a short intro + bullet points is the most scoring format here.
- Key textbook phrases to include: "*feeder to other modes*," "*door-to-door service*," "*higher gradients/mountains*," "*Pradhan Mantri Grameen Sadak Yojana*." These signal direct textbook knowledge to the examiner.

**Q50.** medium thorough-understanding § (whole-chapter synthesis)

[3]

India's international trade depends heavily on its ports and airports. Identify any two categories of goods India exports and any two it imports, and explain how the development of sea port infrastructure and air transport directly facilitates this trade. What limitations would India's external trade face without well-developed ports?

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### Model Answer

**Exports:** India exports gems and jewellery, and agriculture and allied products.

**Imports:** India imports petroleum crude and products, and electronic items/machinery.

Sea ports directly facilitate trade as India's 12 major ports handle **95% of foreign trade** by volume. Well-developed ports enable loading/unloading of heavy bulk cargo like iron ore and crude oil efficiently. Air transport facilitates rapid movement of high-value goods and supports software/IT service exports, earning foreign exchange.

Without well-developed ports, India's external trade would be severely restricted — heavy and bulk goods cannot be transported by air economically, leading to delays, higher costs, and an unfavourable balance of trade.

*Source: International Trade, Chapter 7; Major Sea Ports, Chapter 7*

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### Explanation

- Examiners expect **specific examples** from the textbook — avoid vague terms like "manufactured goods."
- The key stat "**95% of foreign trade through major ports**" is a textbook figure that earns marks directly.
- For limitations, link logically: bulk/heavy goods → only sea transport is viable → no ports = trade collapses.
- Air transport's role here is secondary but mentioning IT/software exports shows syllabus awareness.
- Keep the answer tight — this is 3 marks, so 3 clear points suffice.

Q51. deep thorough-understanding § (whole-chapter synthesis)

[3]

The north-eastern region of India presents a unique challenge for connectivity. Which specific geographic and terrain-related factors make conventional road and rail construction difficult there, and how do airways and inland waterways together address these challenges for this region?

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### Model Answer

The north-eastern region has high relief, dense forests, numerous river channels, and swampy/hilly terrain, making road and rail construction extremely difficult and costly. The Himalayan ranges and frequent landslides further add to the challenge.

**Airways** provide the fastest connectivity over this rugged terrain, bypassing physical barriers entirely. **Inland waterways**, especially the Brahmaputra river (NW No. 2, Sadiya to Dhubri – 891 km), serve as a natural, cheap, and eco-friendly route for carrying heavy goods across this riverine landscape, supplementing road and rail effectively.

Source: Chapter 7 – Transport, Roadways and Waterways sections

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### Explanation

- The answer links **terrain factors** (high relief, forests, rivers, swamps) to construction difficulty – this is the first part examiners look for.
- Then it addresses **both** airways and inland waterways separately, as the question specifically asks for both – never club them together.
- Citing NW No. 2 (Brahmaputra) shows precise textbook knowledge and earns extra credit.
- At 3 marks, keep it to 3 clear points – no lengthy elaboration needed.

**Q52.** medium thorough-understanding § (whole-chapter synthesis)

[1]

Which of the following correctly pairs a port with its most distinctive feature or primary reason for development?

- (i) Deendayal (Kandla) – developed after Partition to replace trade lost at Karachi
- (ii) Jawaharlal Nehru Port – India's largest container port, developed to decongest Mumbai
- (iii) Mormugao – accounts for a significant share of India's iron ore exports
- (iv) Haldia – developed as a subsidiary port to decongest Kolkata

Options:

- (A) Only (i) and (iii) are correctly matched.
- (B) Only (ii) and (iv) are correctly matched.
- (C) (i), (iii) and (iv) are correctly matched.
- (D) All four are correctly matched.

A Both (i) and (iii) are correct.

B Both (ii) and (iv) are correct.

C Only (i) is correct.

D (i), (iii) and (iv) are correct.

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### Model Answer

**(D) All four are correctly matched.**

All statements are accurate: Kandla replaced Karachi post-Partition; JNPT decongests Mumbai; Mormugao handles ~50% of iron ore exports; Haldia relieves Kolkata port.

### Explanation

The textbook explicitly states all four facts: Kandla was developed after Partition due to loss of Karachi; JNPT was planned to decongest Mumbai; Mormugao accounts for about 50% of India's iron ore export; and Haldia was developed as a subsidiary port to relieve Kolkata. Examiners expect students to recall these specific details from the Major Sea Ports section.

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