

CBSE CLASS X
Social Science (087)

ANSWER KEY

AI-generated question paper

Code: EOEAL2

Questions: 33

Maximum Marks: 72

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SELECTIONS USED

Subject	Social Science
Lessons	7 Lifelines of National Economy
Level of understanding	Exam-ready
Question selection	CBSE board paper, whole lesson (~80 marks across Sections A-E)
Model	claude-sonnet-4-6

Composition — Difficulty: 12 straightforward · 17 medium · 4 deep | Types: 10 MCQ · 6 Very short · 6 Short · 5 Assertion–reason · 3 Long · 3 Case-based | Sections: A 15Q/15m · B 6Q/12m · C 6Q/18m · D 3Q/15m · E 3Q/12m

Q1. straightforward exam-ready

[1]

Which organisation is responsible for constructing and maintaining roads in the border areas of India?

- (a) National Highway Authority of India (NHAI)
 (b) Border Roads Organisation (BRO)
 (c) Public Works Department (PWD)
 (d) Central Road Research Institute (CRRI)
- a National Highway Authority of India (NHAI)
 b Border Roads Organisation (BRO)
 c Public Works Department (PWD)
 d Central Road Research Institute (CRRI)

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Model Answer**(b) Border Roads Organisation (BRO)**

The Border Roads Organisation, a Government of India undertaking, is responsible for constructing and maintaining roads in the bordering areas of the country.

Source: Roadways, Chapter 7

Explanation

The passage clearly states: "*Border Roads Organisation, a Government of India undertaking, constructs and maintains roads in the bordering areas of the country.*" NHAI handles Super Highways/National Highways, PWD handles state-level roads, and CRRI is a research institute — none of these deal specifically with border area roads. BRO was established in **1960** for roads of strategic importance in northern and north-eastern border areas — a detail examiners sometimes ask as a follow-up.

Q2. straightforward exam-ready**[1]**

The Atal Tunnel, the world's longest highway tunnel, connects Manali to which valley?

- (a) Kashmir Valley
- (b) Lahaul-Spiti Valley
- (c) Kangra Valley
- (d) Zaskar Valley

- a Kashmir Valley
- b Lahaul-Spiti Valley
- c Kangra Valley
- d Zaskar Valley

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Model Answer**(b) Lahaul-Spiti Valley**

The Atal Tunnel (9.02 km) connects Manali to Lahaul-Spiti Valley throughout the year.

Source: Railways, Chapter 7

Explanation

The passage clearly states that the Atal Tunnel, built by the Border Roads Organisation, connects **Manali to Lahaul-Spiti Valley**. Note the spelling — it is "Lahaul-Spiti," not Kashmir or Zaskar. For MCQs, always state the option letter first, then justify briefly in one line.

Q3. straightforward exam-ready**[1]**

Which of the following pipeline networks connects Hazira to Jagdishpur via Vijapur?

- (a) Salaya–Jalandhar pipeline
 - (b) HVJ cross-country gas pipeline
 - (c) Upper Assam–Kanpur pipeline
 - (d) Barauni–Haldia pipeline
- a Salaya–Jalandhar pipeline
 - b HVJ cross-country gas pipeline
 - c Upper Assam–Kanpur pipeline
 - d Barauni–Haldia pipeline

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Model Answer**(b) HVJ cross-country gas pipeline**

The 1,700 km long **Hazira-Vijapur-Jagdishpur (HVJ)** cross-country gas pipeline connects these locations, linking Mumbai High and Bassein gas fields with fertilizer, power and industrial complexes.

Source: Pipelines, Chapter 7

Explanation

The key is remembering the full form of **HVJ** – **H**azira, **V**ijapur, **J**agdishpur. The textbook explicitly names it the "Hazira-Vijapur-Jagdishpur (HVJ) cross country gas pipeline." Don't confuse it with the Salaya–Jalandhar pipeline (crude oil, Gujarat to Punjab) or the Upper Assam–Kanpur pipeline. In MCQs, knowing full forms of abbreviations like HVJ is crucial.

Q4. straightforward exam-ready**[1]**

Waterways are described as the most suitable mode of transport for which type of goods?

- (a) Perishable and light goods
 - (b) Heavy and bulky goods
 - (c) High-value and fragile goods
 - (d) Livestock and animals
- a Perishable and light goods
 - b Heavy and bulky goods
 - c High-value and fragile goods
 - d Livestock and animals

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Model Answer**(b) Heavy and bulky goods**

Waterways are most suitable for carrying heavy and bulky goods as they are the cheapest and a fuel-efficient, environment-friendly mode of transport.

Source: Waterways, Chapter 7

Explanation

The textbook explicitly states: "*They are most suitable for carrying heavy and bulky goods.*" Examiners expect students to recall this direct line. Perishable/fragile goods need faster transport (roadways/airways); waterways are slow but economical for heavy cargo.

Q5. straightforward exam-ready**[1]**

Mormugao port in Goa is best known for the export of which commodity?

- (a) Coal
 - (b) Petroleum products
 - (c) Iron ore
 - (d) Spices
- a Coal
 - b Petroleum products
 - c Iron ore
 - d Spices

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Model Answer**(c) Iron ore**

Mormugao port (Goa) is the premier iron ore exporting port of the country, accounting for about fifty per cent of India's iron ore export.

Source: Major Sea Ports, Chapter 7

Explanation

The passage explicitly states "Mormugao port (Goa) is the premier iron ore exporting port of the country." This is a direct fact-based question. Remember: New Mangalore also exports iron ore (from Kudremukh mines), but Mormugao is specifically the *premier* iron ore export port.

Q6. straightforward exam-ready

[1]

Which port on the east coast of India is classified as an inland riverine port?

- (a) Paradwip
- (b) Vishakhapatnam
- (c) Chennai
- (d) Shyama Prasad Mookerjee (Kolkata)
 - a Paradwip
 - b Vishakhapatnam
 - c Chennai
 - d Shyama Prasad Mookerjee (Kolkata)

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Model Answer**(d) Shyama Prasad Mookerjee (Kolkata)**

Shyama Prasad Mookerjee Port, Kolkata, is classified as an inland riverine port, situated on the Hooghly river, serving the Ganga-Brahmaputra basin hinterland.

Source: Major Sea Ports, Chapter 7

Explanation

The passage explicitly states: "*Shyama Prasad Mookerjee, Kolkata is an inland riverine port.*" The other options are coastal ports – Paradwip (iron ore export), Vishakhapatnam (deepest landlocked port), and Chennai (oldest artificial port). For MCQs, simply underlining the correct option and writing a one-line justification is sufficient for full marks.

Q7. straightforward exam-ready

[1]

The scheme UDAN (Ude Desh ka Aam Nagrik) was conceived by which ministry?

- (a) Ministry of Shipping
 - (b) Ministry of Railways
 - (c) Ministry of Civil Aviation
 - (d) Ministry of Road Transport and Highways
- a Ministry of Shipping
 - b Ministry of Railways
 - c Ministry of Civil Aviation
 - d Ministry of Road Transport and Highways

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Model Answer**(c) Ministry of Civil Aviation**

UDAN (Ude Desh ka Aam Nagrik) was conceived by the **Ministry of Civil Aviation (MoCA)**, Government of India, to promote regional connectivity and make flying affordable for common citizens.

Source: *Airways, Chapter 7*

Explanation

The passage directly states: "*Regional Connectivity Scheme (RCS) – UDAN was conceived by the Ministry of Civil Aviation (MoCA).*" For MCQs, state the correct option clearly and add a brief supporting line from the text. Examiners award the mark for the correct option.

Q8. straightforward exam-ready**[1]**

[mcq] When the value of a country's exports exceeds the value of its imports, the resulting situation is called:

- (a) Trade deficit
 - (b) Unfavourable balance of trade
 - (c) Favourable balance of trade
 - (d) Balance of payments surplus
- a Trade deficit
 - b Unfavourable balance of trade
 - c Favourable balance of trade
 - d Trade surplus war

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Model Answer**(c) Favourable balance of trade**

When a country's exports exceed its imports, it is called a **favourable balance of trade**.

Source: International Trade, Chapter 7

Explanation

The passage directly states: "*When the value of export exceeds the value of imports, it is called a favourable balance of trade.*" Option (a) and (b) are opposites (imports > exports). Option (d) is not the correct term used in the textbook. Always quote the textbook definition in MCQ justification if asked.

Q9. medium exam-ready**[1]**

Match the National Waterway with its river/water body:

Column I (NW Number): (i) N.W. No. 1, (ii) N.W. No. 2, (iii) N.W. No. 3, (iv) N.W. No. 5

Column II (River/Region): (1) Brahmani and Mahanadi delta channels, (2) West-Coast Canal in Kerala, (3) Ganga (Prayagraj–Haldia), (4) Brahmaputra (Sadiya–Dhubri)

- (a) i–3, ii–4, iii–2, iv–1
(b) i–4, ii–3, iii–1, iv–2
(c) i–2, ii–1, iii–4, iv–3
(d) i–3, ii–2, iii–4, iv–1
a i–3, ii–4, iii–2, iv–1
b i–4, ii–3, iii–1, iv–2
c i–2, ii–1, iii–4, iv–3
d i–3, ii–2, iii–4, iv–1

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Model Answer

(a) i–3, ii–4, iii–2, iv–1

N.W. No.1 – Ganga (Prayagraj–Haldia); N.W. No.2 – Brahmaputra (Sadiya–Dhubri); N.W. No.3 – West-Coast Canal, Kerala; N.W. No.5 – Brahmani and Mahanadi delta channels.

Explanation

The textbook explicitly lists the five National Waterways with their corresponding rivers/regions. Students must memorise the NW numbers carefully – a common error is swapping NW1 and NW2 (Ganga vs Brahmaputra). Option (a) is the only one that correctly pairs all four.

Q10. medium exam-ready

[1]

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

- (a) It links the four metropolitan cities of Delhi, Mumbai, Chennai and Kolkata by six-lane highways
 - (b) It connects all state capitals of India by four-lane roads
 - (c) It is a rail corridor linking India's four major industrial zones
 - (d) It connects all major ports of India by expressways
- a It links the four metropolitan cities of Delhi, Mumbai, Chennai and Kolkata by six-lane highways
 - b It connects all state capitals of India by four-lane roads
 - c It is a rail corridor linking India's four major industrial zones
 - d It connects all major ports of India by expressways

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Model Answer

(a) The Golden Quadrilateral Super Highway project links the four metropolitan cities of Delhi, Kolkata, Chennai and Mumbai by **six-lane Super Highways**.

Source: Roadways, Chapter 7

Explanation

The textbook clearly states "linking Delhi-Kolkata-Chennai-Mumbai and Delhi by six-lane Super Highways." Option (b) is wrong because it connects metro cities, not all state capitals. Options (c) and (d) are completely incorrect — it is a road project, not a rail corridor or port-linking expressway. Examiners expect you to recall "six-lane" and the four cities correctly.

Q11. medium exam-ready

[1]

Assertion (A): The Konkan Railway along the west coast has faced problems such as track sinking and landslides.

Reason (R): The western coastal region has difficult terrain with heavy rainfall and unstable slopes.

- (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

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

The Konkan Railway has faced problems of track sinking and landslides because the western coastal region has difficult terrain with heavy rainfall and unstable slopes.

Source: Railways, Chapter 7

Explanation

The textbook directly states that Konkan Railway "has also faced a number of problems such as sinking of track in some stretches and landslides." The western coast (Sahyadri/Western Ghats region) is known for heavy rainfall and steep, unstable slopes — this terrain is the direct cause of those problems. So R correctly and logically explains A, making option (a) the right choice.

Q12. medium exam-ready

[1]

Assertion (A): Pipeline transport has high initial installation costs but very low subsequent running costs.

Reason (R): Once built, pipelines eliminate the need for repeated loading and unloading, reducing trans-shipment losses and delays.

- (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.
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Model Answer

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

The textbook states: "Initial cost of laying pipelines is high but subsequent running costs are minimal. It rules out trans-shipment losses or delays." Both statements are factually correct, but the low running cost is due to minimal energy and labour required to operate pipelines continuously — not because trans-shipment losses are eliminated. R describes a separate advantage, not the reason for low running costs.

(Answer: b)

Explanation

- The textbook directly supports **A**: pipelines have high initial cost but minimal running costs.
- The textbook also supports **R**: pipelines eliminate trans-shipment losses/delays.
- However, **R does not explain A** — low running cost and no trans-shipment loss are *two distinct* advantages of pipelines. R is a benefit related to efficiency/safety, not to why operational costs are low.
- Examiners look for this logical link between A and R; both being true does not automatically make R the explanation of A.

Q13. medium exam-ready

[1]

Assertion (A): Air transport is especially critical for the north-eastern states of India.

Reason (R): The north-eastern region is characterised by large rivers, dissected relief, dense forests, frequent floods and international frontiers, making surface transport difficult.

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

Air transport is critical for the north-east due to big rivers, dissected relief, dense forests, frequent floods and international frontiers, which make surface transport extremely difficult.

Source: Airways, Chapter 7

Explanation

The textbook explicitly states that the north-eastern region is marked with big rivers, dissected relief, dense forests, frequent floods and international frontiers, making air travel essential for access. R directly explains *why* A is true, so option (a) is correct. Students must check both the truth of each statement AND the logical link between them.

Q14. medium exam-ready

[1]

Assertion (A): The Deendayal Port (Kandla) was developed soon after Independence.

Reason (R): India needed a new port on the western coast to compensate for the loss of Karachi port to Pakistan after Partition.

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

Deendayal Port (Kandla) was developed soon after Independence specifically to ease trade on Mumbai port due to the loss of Karachi port to Pakistan after Partition.

Explanation

The textbook directly states: *"Deendayal Port (Kandla) was the first port developed soon after Independence to ease the volume of trade on the Mumbai port, in the wake of loss of Karachi port to Pakistan after the Partition."* Both the Assertion and Reason are factually correct, and the Reason directly explains why the port was developed — making option **(a)** the only correct choice.

Q15. deep exam-ready

[1]

[assertion_reason] Assertion (A): International trade is considered an index of a country's economic development.

Reason (R): The nature of exports and imports of a country reflects the level of its economic maturity, industrial strength and resource utilisation.

- (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

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

The passage states that advancement of international trade is an index of economic prosperity; the nature of exports and imports directly reflects a country's economic maturity and development, so R correctly explains A.

Explanation

The source passage says "Advancement of international trade of a country is an index to its economic prosperity" — confirming A is true. R is also true because the composition of exports/imports (raw materials vs. manufactured goods, etc.) reveals industrial strength and resource use. Since R directly explains *why* trade is an economic index, option (a) is correct. Examiners expect you to pick (a) and optionally give a one-line justification.

Q16. straightforward exam-ready

[2]

[very_short_answer] How has the Pradhan Mantri Grameen Sadak Yojana (PMGSY) contributed to rural development in India?

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Model Answer

The Pradhan Mantri Grameen Sadak Yojana (PMGSY) has contributed to rural development by linking villages with major towns through **all-season motorable roads**. This scheme ensures that every village is connected, improving accessibility, enabling movement of goods and people, and promoting the overall socio-economic development of rural areas.

Source: Roadways, Chapter 7

Explanation

- The answer is directly from the "Other Roads" sub-category under Roadways in Chapter 7.
- Key phrase to remember: "**all season motorable road**" — examiners expect this exact term.
- Two clear points needed for 2 marks: (1) what PMGSY does (links villages to towns), and (2) its impact (accessibility + rural development).
- Avoid writing about National Highways or Golden Quadrilateral — stay focused on PMGSY only.

Q17. straightforward exam-ready

[2]

[very_short_answer] Distinguish between metalled and unmetalled roads with respect to their surface, durability and seasonal usability.

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Model Answer

	Metalled Roads	Unmetalled Roads
Surface	Hard, paved surface (tar/concrete)	Unpaved, earthen or gravel surface
Durability	More durable and long-lasting	Less durable
Seasonal Usability	Usable in all seasons	Become muddy and unusable during rains

Explanation

Though the source passage does not explicitly detail metalled vs. unmetalled roads, this distinction is standard NCERT Class 10 Geography content from Chapter 7. Examiners expect you to present this as a comparison — a small table or two-three parallel points works well for a 2-mark distinguish question. Note the three specific parameters asked: surface, durability, and seasonal usability — address all three to secure full marks.

Q18. straightforward exam-ready

[2]

State two problems that currently affect the efficient functioning of Indian Railways.

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Model Answer

Two problems affecting the efficient functioning of Indian Railways are:

1. **Ticketless travel** — Many passengers travel without tickets, causing revenue loss to the railways.
2. **Damage to railway property** — Thefts, damage to property, and unnecessary chain-pulling by people cause delays and heavy losses to the railways.

Source: Chapter 7 (Railways section)

Explanation

The textbook explicitly lists these problems in the Railways section. Examiners expect you to state two distinct problems clearly. Avoid vague answers — use the exact problems mentioned in the passage (ticketless travel and damage/chain-pulling). One mark per valid point.

Q19. medium exam-ready

[2]

What is the significance of the Jawaharlal Nehru Port near Mumbai? Why was it planned?

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Model Answer

Jawaharlal Nehru Port is located near Mumbai. It was planned with a view to **decongest the Mumbai port**, as Mumbai is India's biggest port with very high traffic volume. It also serves as a **hub port** for the entire region, helping handle cargo more efficiently.

Source: Major Sea Ports, Chapter 7

Explanation

The question is worth 2 marks, so examiners look for two clear points: (1) purpose — to decongest Mumbai port, and (2) its role as a hub port. Both terms come directly from the textbook passage and should be used as-is. Avoid writing unnecessary extra details about Mumbai port's features.

Q20. straightforward exam-ready

[2]

What is meant by 'balance of trade'? When is it said to be unfavourable?

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Model Answer**Balance of Trade** is the difference between the value of a country's exports and the value of its imports.It is said to be **unfavourable** when the value of imports exceeds the value of exports — meaning the country is spending more on buying goods than it earns by selling them.Source: *International Trade, Chapter 7*

Explanation

- The definition and condition of unfavourable balance of trade are directly lifted from the passage — use the same phrasing in the exam.
- Both parts of the question carry marks, so define balance of trade **and** state the condition for it being unfavourable — don't skip either.
- "Favourable" is the opposite (exports > imports); knowing this contrast helps you write the answer confidently.

Q21. medium exam-ready

[2]

How does tourism act as a form of trade? Name any two types of tourism for which foreign tourists visit India.

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Model AnswerTourism acts as a form of trade because foreign tourists spend money on services like transport, accommodation, and local handicrafts, bringing in **foreign exchange** to the country — similar to how exports earn revenue.**Two types of tourism for which foreign tourists visit India:**

1. Heritage tourism
2. Eco tourism

Source: *Tourism as a Trade, Chapter 7*

Explanation

- The question has two parts: **why tourism = trade**, and **two types of tourism**. Address both clearly.
- The key economic concept examiners want is **foreign exchange earnings** — this links tourism to trade.
- Any two from the list in the passage are acceptable: heritage, eco, adventure, cultural, medical, or business tourism.
- Keep it concise — this is 2 marks, so one sentence of explanation + two named types is sufficient.

Q22. medium exam-ready

[3]

Explain why the northern plains of India have the densest railway network in the country.

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Model Answer

The northern plains have the densest railway network due to the following reasons:

1. **Level terrain:** The vast flat alluvial plains offer the easiest surface for laying railway lines at a low cost with minimal engineering challenges.
2. **High population density:** The plains are densely populated, ensuring high passenger and freight traffic, making railway construction economically viable.
3. **Rich agriculture and industry:** The region produces large quantities of foodgrains and has many industries, generating heavy demand for transportation of goods.
4. **Lack of physical barriers:** Unlike the Himalayas or Deccan Plateau, there are no major hills, gorges, or disruptions, allowing straight, uninterrupted rail routes.

Source: Transport and Communication, Chapter 7

Explanation

The examiner expects THREE clear, distinct reasons for 3 marks. Each point should be crisp and connected to **geography** → **development** logic. Common mistakes: students write only one or two reasons, or give vague answers like "it is flat." Mentioning all four factors — flat terrain, dense population, agricultural/industrial demand, and absence of physical barriers — ensures full marks. Avoid copying roadways reasons by mistake; focus specifically on railways.

Q23. medium exam-ready

[3]

[short_answer] Explain the importance of cross-country pipeline networks in India's energy transport system. Describe any two pipeline routes, mentioning the commodities transported and the regions they connect.

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Model Answer

Importance: Pipeline networks transport crude oil, petroleum products, and natural gas efficiently from fields to refineries and power plants. Initial laying cost is high but running costs are minimal. They eliminate trans-shipment losses and delays, and make inland refineries like Barauni, Mathura, and Panipat viable.

Two Pipeline Routes:

1. **Upper Assam to Kanpur** – Transports crude oil via Guwahati, Barauni, and Prayagraj, connecting oil fields of Assam to refineries in northern India.
1. **Salaya (Gujarat) to Jalandhar (Punjab)** – Transports crude oil via Viramgam, Mathura, Delhi, and Sonipat, linking western coastal regions to northern India.

Source: Chapter 7, Pipelines

Explanation

- **3 marks = ~1 mark for importance + 1 mark per pipeline route.** Keep each route description to one sentence covering commodity + regions connected.
- Examiners expect the **exact route names** from the textbook (Assam–Kanpur; Salaya–Jalandhar) and the commodity (crude oil/petroleum).
- HVJ pipeline (gas) is also valid as a third route if asked, but two routes suffice here.
- Don't confuse pipeline routes with road/rail corridors.

Q24. medium exam-ready

[3]

How have roads proved to be a better mode of transport than railways for short-distance travel and door-to-door delivery? Give three reasons.

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Model Answer

Roads are a better mode of transport than railways for short-distance travel and door-to-door service due to the following reasons:

1. **Economical for short distances:** Road transport is economical for transporting fewer persons and relatively smaller amounts of goods over short distances.
1. **Door-to-door service:** Roads provide door-to-door delivery, so loading and unloading costs are much lower compared to railways.
1. **Feeder service:** Roads act as feeders to other modes of transport by linking railway stations, airports, and seaports, making last-mile connectivity possible.

Source: *Roadways, Chapter 7*

Explanation

The examiner expects exactly **three distinct points** from the textbook passage on roadways. The key phrases to include are: "economical over short distances," "door-to-door service," and "feeder to other modes." Avoid mixing up reasons that relate to construction cost or topography — those explain why roads are *easier to build*, not why they are better for *short-distance/door-to-door* travel specifically. Always tie your points back to the exact wording of the question.

Q25. medium exam-ready

[3]

[short_answer] Explain how mass communication media contribute to the economic and social development of India. Support your answer with relevant examples.

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Model Answer

Mass communication media contribute to India's development in the following ways:

Economic Development:

- Media promotes trade and commerce by advertising products and services, boosting market growth.
- India exports IT-based services, earning foreign exchange, supported by a strong telecom and internet network.

Social Development:

- All India Radio (Akashwani) and Doordarshan broadcast educational and awareness programmes in regional languages, reaching remote populations.
- Newspapers published in about 100 languages spread information on national policies and programmes.
- Films and media promote national integration and preserve cultural heritage.

Example: Doordarshan broadcasts health, agriculture and educational programmes, directly benefiting rural communities.

Source: Communication, Chapter 7

Explanation

- Examiners look for **both economic and social** aspects — missing either will cost marks.
- Specific examples (Doordarshan, All India Radio, newspapers in 100 languages) show textbook knowledge and earn full credit.
- Keep points crisp; avoid repeating the same idea in different words.
- The phrase "creates awareness among people about various national programmes and policies" is directly from the textbook — use it.

Q26. deep exam-ready

[3]

The Shyama Prasad Mookerjee Port (Kolkata) faces certain operational challenges that led to the development of Haldia port. What are these challenges and how does Haldia address them?

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Model Answer**Challenges of Shyama Prasad Mookerjee Port (Kolkata):**

- It is an **inland riverine port** and a **tidal port**, which means it depends on tides for navigation.
- It requires **constant dredging** of the Hooghly river to maintain navigable depth.
- Over time, it faced **growing traffic pressure** due to its rich Ganga-Brahmaputra basin hinterland.

How Haldia addresses these challenges:

Haldia port was developed as a **subsidiary port** to relieve the growing pressure on Kolkata port. Being located closer to the sea, it reduces dependence on the shallow, difficult-to-navigate Hooghly river stretch.

Source: Major Sea Ports, Chapter 7

Explanation

- The question is directly from the textbook passage on Kolkata/Haldia port. Use exact textbook terms: "inland riverine port," "tidal port," "constant dredging," and "subsidiary port."
- Examiners expect **two challenges** (tidal nature + constant dredging) and **one solution** (Haldia as subsidiary port to relieve pressure). Three marks = three scorable points.
- Avoid adding outside information not in the passage.

Q27. medium exam-ready

[3]

Distinguish between State Highways, District Roads and Border Roads in terms of their purpose and the areas they serve.

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Model Answer

| Road Type | Purpose | Areas Served |

|---|---|---|

| **State Highways** | Link state capital with district headquarters | Connect major towns within a state |

| **District Roads** | Connect district headquarters with other places | Serve towns and areas within a district |

| **Border Roads** | Develop roads of strategic importance | Northern and north-eastern border areas of difficult terrain |

Border Roads are constructed and maintained by the **Border Roads Organisation** (est. 1960). They have improved accessibility in difficult terrain and aided the economic development of border regions.

Source: *Roadways, Chapter 7*

Explanation

- The examiner expects a clear **3-point distinction** — one for each road type — since it's a 3-mark question.
- A table format works well here as it shows contrast clearly; alternatively, use three labelled points.
- Key terms to include: "state capital," "district headquarters," "strategic importance," "Border Roads Organisation," and "north/north-eastern border areas" — these are directly from the textbook and fetch marks.
- Do not confuse State Highways with National Highways; National Highways link extreme parts of the country, while State Highways operate within a state.

Q28. deep exam-ready

[5]

'Indian Railways is more than just a means of transport — it is a unifying force for the country.' Justify this statement with suitable arguments.

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Model Answer

Indian Railways is rightly called a unifying force for the following reasons:

1. **Principal mode of transport:** Railways are the principal mode of transportation for both freight and passengers in India, covering a network of 67,956 km.
1. **Integrating force:** Indian Railways have been a great integrating force for more than 150 years, binding the economic life of the country.
1. **Multifarious activities:** Railways enable people to conduct activities like business, sightseeing, and pilgrimage, along with transportation of goods over longer distances.
1. **Economic development:** Railways accelerate the development of industry and agriculture by connecting far-flung regions.
1. **Largest public sector undertaking:** Indian Railways is the largest public sector undertaking, organised into 17 zones, serving the entire nation.
1. **Connectivity across terrain:** Railway lines connect the northern plains, peninsular regions, and even difficult terrains like the Konkan coast, ensuring national integration.

Source: Chapter 7 — Manufacturing Industries / Lifelines of the National Economy, Railways section

Explanation

- The examiner expects you to use textbook-specific points: "integrating force for 150 years," "binds economic life," "accelerates industry and agriculture," and the railway network figures.
- Avoid vague general statements; use exact phrases from the chapter.
- 5 marks = approximately 5 distinct points — a bulleted/numbered format works well here and is examiner-friendly.
- The phrase "**great integrating force**" is directly from the textbook and must appear in your answer.

Q29. medium exam-ready

[5]

[long_answer] Compare the major seaports on India's western and eastern coasts. For any three ports on each coast, explain their geographical advantages, the type of trade they handle, and the factors that determine their importance to India's economy.

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Model Answer**Western Coast Ports:**

1. **Deendayal (Kandla):** A tidal port in Kutch, developed after Independence to replace Karachi. It serves the hinterland of Punjab, Haryana, Rajasthan, and Gujarat, handling exports and imports for this productive region.
1. **Mumbai:** India's biggest port with a spacious, well-sheltered natural harbour. Ranked first in trade volume. Jawaharlal Nehru Port was built to decongest it and serve as a hub port.
1. **Mormugao (Goa):** Premier iron ore exporting port, accounting for about 50% of India's iron ore exports.

Eastern Coast Ports:

1. **Vishakhapatnam:** Deepest landlocked, well-protected port; originally developed for iron ore exports.
1. **Chennai:** One of India's oldest artificial ports, ranked second after Mumbai in trade volume and cargo.
1. **Kolkata (Shyama Prasad Mookerjee):** Inland riverine tidal port serving the vast Ganga-Brahmaputra basin hinterland; requires constant dredging of the Hooghly.

Source: Chapter 7 – Major Sea Ports

Explanation

- The examiner expects **three ports per coast** with specific details: geographical feature, trade handled, and economic importance — exactly as the textbook describes.
- Avoid vague statements; use textbook-specific facts (e.g., "50% iron ore export," "deepest landlocked," "oldest artificial port").
- Kandla, Mumbai, and Mormugao are the strongest western choices; Vishakhapatnam, Chennai, and Kolkata for eastern — all clearly described in the passage.
- New Mangalore or Cochin are acceptable alternatives for the west if needed.

Q30. deep exam-ready

[5]

'Efficient transport and communication networks are the true lifelines of a nation's economy.' Analyse this statement by explaining how transport, communication and trade are interdependent in promoting India's development.

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Model Answer**Transport, Communication and Trade — Lifelines of India's Economy****Interdependence of Transport, Communication and Trade:**

1. **Transport as a prerequisite:** Goods and services do not move on their own from supply to demand locations. Efficient transport — road, rail, water, and air — is essential for fast development. The pace of a country's development depends on both production and movement of goods over space.
1. **Communication supports trade:** Transport alone is insufficient; it must be backed by an equally developed communication system. Radio, television, internet, and telecom networks help coordinate trade and inform consumers and producers.
1. **Trade links regions:** Trade — local, national, and international — depends on transport and communication networks. India's railways, airways, and waterways have contributed to socio-economic progress and enriched daily life.
1. **Complementary relationship:** Transport, communication, and trade are complementary to each other. A dense and efficient network of both transport and communication is a prerequisite for local, national, and global trade today.
1. **India's development:** India is well-linked globally despite its vast size and diversity. Efficient networks have added vitality to the economy and substantially increased amenities and facilities for the comfort of life.

Source: Chapter 7 — Lifelines of National Economy, Introduction and Communication sections

Explanation

- The examiner expects you to establish the **interdependence** of all three — transport, communication, and trade — not describe each in isolation.
- Use the textbook's own phrase: "*transport, communication and trade are complementary to each other*" — this is a direct scoring line.
- For 5 marks, 5 distinct points or 3-4 tight paragraphs with examples from the chapter (railways, internet, local/international trade) is ideal.
- Avoid listing only transport modes; the question specifically asks about interdependence and India's development.

Q31. medium exam-ready

[4]

[case_study] Read the following passage and answer the questions that follow:

Pipeline transport in India has emerged as a highly efficient mode of transporting crude oil, petroleum products, natural gas, and even solids in slurry form. The initial cost of laying pipelines is high, but once installed, the running costs are minimal. Trans-shipment losses and delays are eliminated. Strategic refineries located far inland — such as those at Barauni, Mathura and Panipat — became viable only because of pipelines. India's cross-country gas pipeline infrastructure has grown from 1,700 km to 18,500 km over the years.

- (i) Why can solids also be transported through pipelines? [1 mark]
 (ii) How did the development of pipelines make inland refineries like Barauni and Mathura economically viable? [2 marks]
 (iii) Explain any one economic and one strategic advantage of pipeline transport for India. [1 mark]

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Model Answer

(i) Solids can also be transported through pipelines when they are first converted into **slurry** (a liquid mixture), which then flows through the pipeline like a fluid.

(ii) Pipelines supply crude oil continuously and directly to refineries, eliminating the need for multiple trans-shipment points. This made it economically feasible to set up refineries at far inland locations like Barauni and Mathura, which would otherwise be too costly and logistically difficult to supply by road or rail. Once laid, running costs are also minimal.

(iii)

- **Economic advantage:** After the high initial cost of laying, the running costs are minimal, making it a cost-effective mode of transport over long distances.
- **Strategic advantage:** It eliminates trans-shipment losses and delays, ensuring a reliable, uninterrupted supply of crude oil and natural gas — critical for national energy security.

Source: Pipelines, Chapter 7

Explanation

- **(i)** The keyword the examiner expects is "**slurry**" — one word or one line suffices for 1 mark.
- **(ii)** For 2 marks, link two ideas: (a) pipelines allow continuous supply to remote inland locations, and (b) this removes the logistical/economic barrier that previously made inland refineries unviable.
- **(iii)** One economic + one strategic = two distinct points for 1 mark total — keep each point concise (one sentence each). Don't mix or repeat the same advantage.

Q32. medium exam-ready

[4]

[case_study] Read the following passage and answer the questions that follow:

Waterways are the cheapest and most fuel-efficient mode of transport, especially for heavy and bulky goods. India has 14,500 km of inland navigation waterways. Under the National Waterways Act, 2016, 111 inland waterways have been declared as National Waterways. Historically, India was one of the seafaring nations, and its seamen carried Indian commerce and culture to distant lands. Even today, 95 per cent of India's trade volume is moved by sea through its 12 major and 200 notified non-major ports along a coastline of 7,516.6 km.

- (i) Why are waterways considered the most suitable mode of transport for heavy and bulky goods compared to roadways or railways? [1 mark]
- (ii) Name any two National Waterways of India, stating the river and the stretch each covers. [2 marks]
- (iii) What does the fact that 95 per cent of India's trade volume moves by sea reveal about the role of seaports in India's economy? [1 mark]

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Model Answer

(i) Waterways are the cheapest and most fuel-efficient mode of transport. Heavy and bulky goods can be transported at lower cost per unit over water, and it causes less wear and tear compared to roads or rail.

(ii) Two National Waterways of India:

- **NW No. 1** – Ganga river between Prayagraj and Haldia (1,620 km).
- **NW No. 2** – Brahmaputra river between Sadiya and Dhubri (891 km).

(iii) The fact that 95% of India's trade volume moves by sea reveals that seaports are the backbone of India's external trade. They handle the bulk of imports and exports, making them critical to India's economy and international commerce.

Source: Chapter 7 – Waterways

Explanation

- **Q(i)** is 1 mark — one clear reason is sufficient. Focus on "cheapest" and "fuel-efficient" from the passage.
- **Q(ii)** is 2 marks — name two waterways with the river name and the stretch (start point to end point and distance). These specific details earn the marks.
- **Q(iii)** is 1 mark — draw an inference from the statistic given in the passage. The key idea is that seaports are essential to India's foreign/external trade.
- Always use passage-specific data (figures like 1,620 km, 95%) — examiners reward precise factual recall.

Q33. medium exam-ready

[4]

[case_study] Read the following passage and answer the questions that follow:

India is well-linked with the rest of the world despite its vast size and diversity. The Indian postal network is the largest in the world. India has one of the largest telecom networks in Asia. More than two-thirds of villages are covered by STD telephone facilities. All India Radio (Akashwani) broadcasts programmes in national, regional and local languages. Doordarshan is one of the largest terrestrial television networks in the world. India is also the world's largest producer of feature films. The Digital India programme aims to transform India through Information Technology.

- (i) How does the Digital India programme aim to bridge the digital divide in India? [1 mark]
(ii) Explain how the reach of All India Radio and Doordarshan across rural India contributes to social and economic development. [2 marks]
(iii) India has the world's largest postal network. How does this network support both communication and economic activities in rural areas? [1 mark]

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Model Answer

(i) The Digital India programme aims to bridge the digital divide by transforming India through Information Technology, using the formula IT (Indian Talent) + IT (Information Technology) = IT (India Tomorrow), making technology central to enabling change and creating a knowledge-based society.

(ii) All India Radio broadcasts programmes in national, regional and local languages, reaching people in remote rural areas and creating awareness about national programmes and policies. Doordarshan, one of the largest terrestrial TV networks, broadcasts educational, entertainment and sports programmes. Both provide information on government schemes, helping rural people participate in economic and social development.

(iii) India's postal network — the largest in the world — handles personal written communications as well as parcels, supporting social communication. It also facilitates economic activities by delivering goods, documents and periodicals to rural areas through surface mail covering land and water transport.

Source: *Communication, Chapter 7*

Explanation

- **(i)** Directly quote/paraphrase the Digital India definition from the passage. One line is enough for 1 mark.
- **(ii)** For 2 marks, give two distinct points — one for AIR (languages/awareness) and one for Doordarshan (educational/entertainment reach). Link both to development.
- **(iii)** For 1 mark, mention both functions: communication (personal mail) and economic activity (parcels, periodicals). Keep it to one or two lines.
- Always ground answers in the passage; examiners penalise answers that go beyond the source for comprehension-type questions.

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