

Lifelines of National economy



COMPLETE NOTES

As per the reduced syllabus

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Lifelines Of National Economy.

TRANSPORT

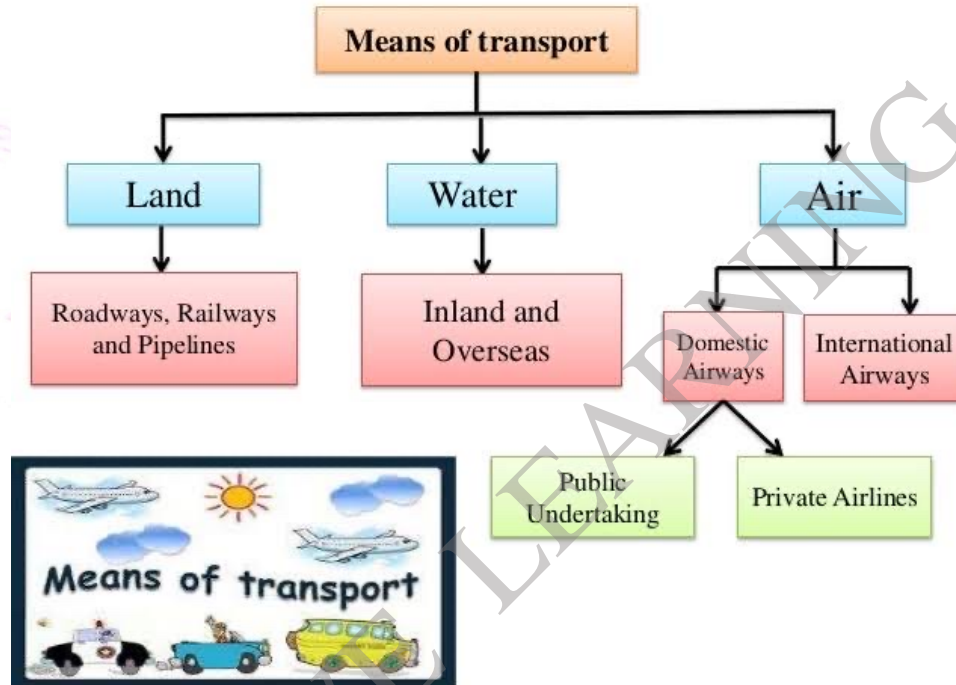
Goods & Services Movement

COMMUNICATION

Developed Economy



Complementary to each other



Roadways.

→ Total length 54.8 Lakh Km.

PROs

- Construction cost is much lower than Railways.
- Ideal to travel over short distance with little goods.
- Door to Door service.
- Provide link to other forms of Transport.
- Links Markets, Industries & Consumer.
- Cheap and Efficient. Means of transport.

CONS.

- Unmetalled Road.
- Disrespect of traffic Rules.
- Road suffers from chronic traffic, congestion which leads to delay.
- Air pollution.
- Accidents Increase due to Traffic & Rush.

Golden Quadrilateral

Delhi - Kolkata - Chennai - Mumbai
Six lane Super Highway (5846 km)

North - South Corridor.

SRINAGAR {J&K}

KANYAKUMARI {Tamil Nadu}

East - West Corridor.

SILCHAR (Assam) ————— PORBANDAR (Gujarat)

Implemented by NHAI.



Link extreme parts of country

Inter - state transport.

National Highway.

Shah Shah Suri Marg.

called

NH1 - Delhi - Amritsar.

Maintained by CPWD.

Central Public Works Dept.

State Highway.

Constructed & Maintained
by Public Work Dept. (PWD)

Links state capital with
District Headquarters.

District Highway.

Connect district Head-
quarters with other
places of District.

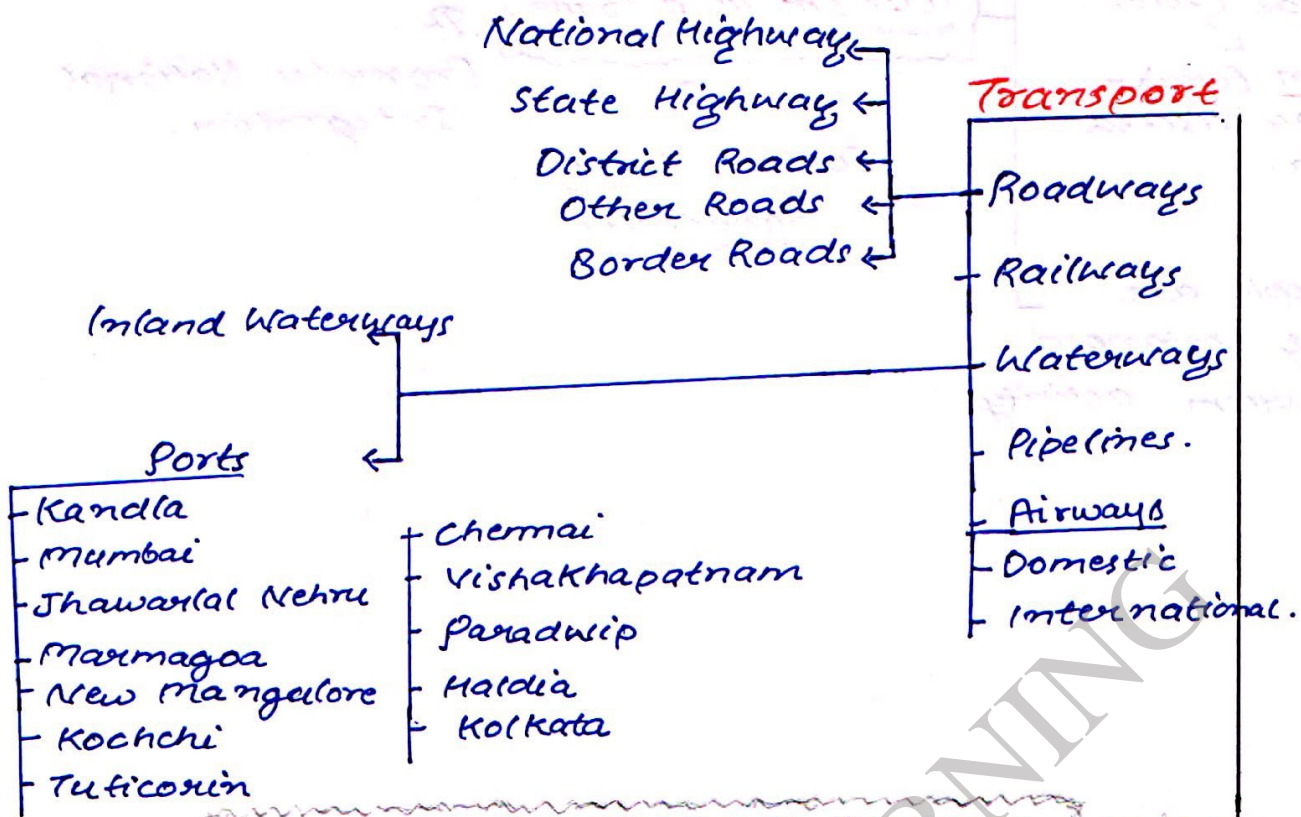
Maintained by Zila Parishad.

Other Roads.

Links Rural Areas with
Villages & towns

Received Special impetus under

Pradhan Mantri Gramin Sadak Yojana.



Lifelines Of National Economy.

Communication

- mails
- personal communication
- mass communication.

International Trade

- Balance of trade
- Tourism as a trade.

Border Roads.

1960, Border Road Organisation.

Construction & Maintenance of Roads in Bordering Areas.

Improved accessibility in terrain (Mountainous) Area & have helped to improve Economic Development.

ROADS → Metalled { Made of Cement, Concrete.

→ Unmetalled { Proper maintained, go out of use in Rainy season.

Road Density. { Length of Road per 100 Sq. Km. of Area.

↓ Kerala - 517.77 Km. { National - 142.68 Km }
J&K - 12.14 Km

First Railway

1853 { Mumbai - Thane }

Railways.

↓ Bind the economic life of the country as well as accelerate the development of Industry & Agriculture.
{ Raw Material, Workers transport }

Total Length - 66,030 km.

Disadvantages.

- ✧ Rivers act as Obstacle in Railway construction. { BRIDGE }
- ✧ Himalayan Mountainous Region are unfavourable for construction - Terrain, sparse population, lack of eco. opportunity. (low)
- ✧ Sandy plain Railway line lay - Difficult. { Rajasthan }
- ✧ Many passengers travel without tickets.
- ✧ Thefts and damaging Railway Property has not stopped.
- ✧ People unnecessarily pull chains.
- ✧ Expensive (High Cost Construction).

Solids can also be transported when converted into SLURRY.

Pipelines.

Transporting Crude Oil, Petroleum Products, and Natural Gas from Oil and Natural gas field to Refineries.

↳ Initial Cost of Laying pipelines is high but subsequent Running costs are minimal.

↳ It does not lead to any trans-shipment losses or delays.

Important Networks of Pipeline Transportation.

- Upper Assam to Nagpur

- Gujarat to Jalandhar

- Hazira to Jagdispur



Suitable for carrying Heavy and Bulky goods.

Waterways.

↳ Cheapest Means of transport.

↳ Fuel Efficient, Environment Friendly.

National Waterways

No 1.	The Ganga River b/w Allahabad & Haldia (1620 km)
No 2.	The Brahmaputra River b/w Sadiya & Dhubri (891 km)
No 3.	West Coast Canal in Kerala (Kottapuram - Kollam, Udyogman - dal and Champakkara Canals - 205 km).
No 4.	Stretches of Godavari & Krishna River along with Kakinada Canal.
No 5.	Stretches of Brahmani along with Mitai river.

95% Foreign Trade.

Major Sea Ports.

With a coastline of 7,516.6km. India has 13 Major Ports and 187 Minor Ports.

Tidal Port

Kandla Port

First port developed after independence

in Kutch (Gujarat)

Mumbai Port

Biggest port, Natural Harbour.

Jawahar Lal Nehru Port

Hub port of this Region.

Congestion Reduce.

Marmagao Port

Iron Ore Exporting Port of India.

50% Iron Ore Export Handle

Goa

New Mangalore Port

Iron Ore Export from Kudremukh Mine.

Karnataka

Tuticorin Port

Natural Harbour.

Reduces the Pressure of Chennai Port.

Tamil Nadu

➔ Oldest Artificial Port.

➔ **Chennai Port**

Ranked 2nd after Mumbai in terms of Volume of trade and Cargo.

➔ Deepest Landlocked and well protected port.

➔ **Vishakhapatnam Port**

➔ Outlet of Iron Ore Export.

➔ Andhra Pradesh.

➔ Export of Iron Ore.

➔ **Paradwip Port**

➔ Odisha

➔ Inland Riverine port

➔ **Kolkata Port**

➔ Hinterland of Ganga-Bhramputra Basin.

➔ Hoogly River.

➔ Developed as Subsidiary Port to Reduce Pressure of Kolkata Port.

➔ **Haldia Port**

Covers very difficult terrain with ease ➔

➔ **Airways.**

➔ fastest, comfortable, prestigious.

➔ Expensive.

Nationalised in 1953.

International Services - Outside Country {Foreign}

Domestic Services - Within Country.

Communication.

→ Conveying Messages.

Indian Postal Network is largest in the World.

MAILS & PARCELS

First Class Mails

↓
Cards Envelopes

Land + Air.

Second Class Mails.

↓
Books Packets Periodicals

Land + Water.

Mail Channels

- Rajdhani
- Metro
- Green
- Business
- Bulk
- Periodical

Subscriber Tackle Dealing.

- Telephone facility? Rural Areas
- ↓
- 24hrs. 2/3rd villages.

COMMUNICATION.

Personal Comm.

- Letter
- Telephone
- Internet
- Fax.

Mass Communication.

- Radio
- Television
- Newspaper
- Magazines
- Cinema.

Trade → Buying & Selling of Goods.

International Trade.

Trade b/w two countries

Make take through

Land, Air & Sea Route

Components of Trade.

↓
Export Import

Favourable Balance - Export ↑ - Import ↓

Unfavourable Balance - Export ↓ - Import ↑

India has emerged as a Software Giant at Int. level & its earning large foreign exchange through Export of Information Technology.

64,889 crore foreign
exchange (2010)

5.78M foreign
tourists visited
India.

15M people are
directly engaged
in tourism activity.

Tourism as a Trade.

↳ Promotes National
Integration.

↳ Supports Local
Handcrafts.

TOURISM AND TRADE:
A GLOBAL AGENDA FOR
SUSTAINABLE DEVELOPMENT

