Chapter 7: Transport, Communication and Trade

Exercises — Exercises

Q1 Choose the right answer. The Trans-Continental Stuart Highway runs between: (a) Darwin and Melbourne (b) Edmonton and Anchorage (c) Vancouver and St. John's City (d) Chengdu and Lhasa

(a) Darwin and Melbourne. The Stuart Highway crosses Australia from Darwin on the north coast to Melbourne via Tennant Creek and Alice Springs. Edmonton-Anchorage is the Alaskan Highway, Vancouver-St. John's is the Trans-Canadian Highway, and Chengdu-Lhasa is a Chinese highway.

Q2 Which country has the highest density of railway network? (a) Brazil (b) U.S.A (c) Canada (d) Russia

(b) U.S.A. North America holds nearly 40 per cent of the world's rail network, and its densest portion lies in industrialised, urbanised East Central U.S.A. Brazil's network is concentrated only in its coffee region, while Canada and Russia have sparser networks over vast areas.

Q3 The Big Trunk Route runs through: (a) The Mediterranean - Indian Ocean (b) The North Atlantic Ocean (c) The South Atlantic Ocean (d) The North Pacific Ocean

(b) The North Atlantic Ocean. This route links industrially advanced North-eastern U.S.A. and North-western Europe, carries about one fourth of the world's foreign trade, and is the busiest sea route, hence called the Big Trunk Route.

Q4 The Big Inch pipeline transports: (a) Milk (b) Liquid petroleum gas (LPG) (c) Water (d) Petroleum

(d) Petroleum. Big Inch is a famous U.S. pipeline carrying petroleum from the oil wells of the Gulf of Mexico to the North-eastern States.

Q5 Which one pair of the following places is linked by the Channel Tunnel? (a) London - Berlin (b) Paris - London (c) Berlin - Paris (d) Barcelona - Berlin

(b) Paris - London. The Channel Tunnel, operated by the Euro Tunnel Group, passes through England and connects London with Paris.

Q6 What are the problems of road transport in mountainous, desert and flood prone regions? (about 30 words)

Roads are costly to build and maintain in mountains because of steep slopes, landslides and snowfall. In deserts, shifting sands hinder construction. In flood-prone regions, unmetalled roads become unmotorable in rains and even metalled roads are badly handicapped.

Q7 What is a trans-continental railway? (about 30 words)

A trans-continental railway runs across a continent and links its two ends. Such lines were built for economic and political reasons to facilitate long runs in different directions, for example the Trans-Siberian and Trans-Canadian railways.

Q8 What are the advantages of water transport? (about 30 words)

Water transport needs no route construction, only ports at both ends. Friction of water is far less than land, so energy cost is lower and haulage of bulky goods over long distances is much cheaper. Oceans are interlinked and suit ships of various sizes.

Q9 Elucidate the statement: "In a well managed transport system, various modes complement each other". (not more than 150 words)

Each mode of transport suits particular goods, distances and costs, so no single mode can meet all needs. Road transport is cheaper and faster over short distances and gives door-to-door service, but roads suffer in rains and floods. Railways are best for bulky materials over long distances within a country and have high embankments and efficient maintenance, yet the rail network is small and cannot reach everywhere at low cost, so roads carry goods to and from stations. Ocean freighters handle international movement of bulky goods cheaply across continents, but they need ports, which roads and railways connect with the interior. Airways move high-value, light and perishable goods quickly and reach inaccessible areas when other routes are blocked by landslides or snow. Pipelines carry liquids and gases continuously. When these modes are linked and managed well, each covers the weakness of another, giving an efficient, economical network.

Q10 Which are the major regions of the world having a dense network of airways? (not more than 150 words)

Air routes form a distinct east-west belt of inter-continental routes in the Northern Hemisphere, and a dense network exists in three major regions: Eastern U.S.A., Western Europe and South-east Asia. U.S.A. alone accounts for about 60 per cent of the world's airways. These regions are highly industrialised, with a large volume of traffic, and airports and their infrastructure such as hangars, landing, fuelling and maintenance facilities are very expensive and so have developed mainly there. Air routes converge or radiate to all continents from nodal points such as New York, London, Paris, Amsterdam, Frankfurt, Rome, Moscow, Karachi, New Delhi, Mumbai, Bangkok, Singapore, Tokyo, San Francisco, Los Angeles and Chicago. In contrast, Africa, the Asiatic part of Russia and South America lack air services, and there are limited services between 10 and 35 degrees latitude in the Southern Hemisphere because of sparser population, limited landmass and lower economic development.

Q11 What are the modes by which cyber space will expand the contemporary economic and social space of humans? (not more than 150 words)

Cyberspace is the electronic digital world, encompassed by the Internet and the World Wide Web, through which people communicate or access information without physical movement of sender or receiver. It exists anywhere, whether in an office, sailing boat or flying plane. As billions use the Internet, it will expand human economic and social space through e-mail, e-commerce, e-learning and e-governance. E-mail speeds personal and official messaging, e-commerce enables buying and selling online, e-learning spreads education, and e-governance brings government services to citizens. Together with fax, television and radio, the Internet will become accessible to more and more people, cutting across place and time. These modern communication systems, more than transportation, have made the concept of the global village a reality, and Internet users are shifting from U.S.A. towards developing countries.