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General Knowledge – Part 9

FIRST IN SCIENCE AND TECHNOLOGY	
First Hydroelectric Plant	On the Ganganachukki waterfall of the Sivasamudram Falls, Karnataka, built in 1902
First City to have electricity	Banglore, in 1906 (it was in fact the first city to have electricity)
First Man in Space	Rakesh Sharma aboard Salyut 7, on April 03, 1984. He was the 138th man in space world-wide.
First Women in Space	Kalpana Chawla aboard Space Shuttle Columbia flight STS-87, on November 19,1997 She was a naturalized United States citizen, and represented the US during the event.
First Test-tube baby	Durga Agarwal, born 1978
First Scienfific Expedition to Antarctica	1981
First Nuclear Reactor	Tarapur, Maharashtra
First Genetically Modified Food Product in India	Bt. Egg Plant Hybrid
First Satellite	Aryabhatta, launched on April 19, 1975
First Satellite dedicated exclusively for educational services	EDUSET
First Successfully Indigenous Launch Vehicle	SLV-3

The first person in the world to land on the moon	Neil A. Armstrong and Edwin E Aldrin Jr of USA (Armstrong was the first to set foot on the moon followed by Aldrin) - July 21, 1969
First man to enter space (or the world's first cosmonaut)	Yuri Gagarin (Russian)
The first returnable space shuttle	Colombia
The first disabled satellite repaired in space	Solar Max
The first unmanned moon-buggy to explore surface of the moon	Lunokhod-I (Russia)
The first unmanned spaceship to have soft-landed and lifted off from the moon to return to earth.	Luna - 16 (Russia) (Sept. 21, 1970)
The first manned space vehicle to land on the moon	Lunar Exploration Module (LEM) nick named "Eagle"
The first country to send men on the moon	USA
The first to launch earth satellite or "artificial baby moon"	Russia
The first woman cosmonaut of the world	Valentina Tereshkova (Russian)
The first person to float in space	Alexei Lenov (Russian)
The first American astronaut (and second person in the world) to float in space	Edward White
The first country to launch a cosmic space rocket towards moon	USSR
The first space rocket to hit the moon	Lunik-II
The first spaceship in the world to sample moon's crust	Surveyor-3 (USA)
The first space vehicle to soft-land on Moon	Luna-9 (Russia)

The first space vehicle to orbite the moon	Luna-10 (Russia)
The first space-craft to leave solar system	Pioneer II
The first American manned spaceship to perform crew transfer in space	Apollo-9 (USA)
The first manned spacehip to perform space flight round the moon	Apollo-8 (USA)

PARLIAMENTARY AND RESERVED FORCES

Indo-Tibetan Border Police (ITBP)	• It was established in 1962, after the Chinese attack. • It is basically employed in the Northern borders for monitoring the borders and also to stop smuggling and illegal immigration
National Security Guard (NSG)	• It was established in 1984 • It has been established to counter the surge of militancy in the country. • It is highly trained force which deals with militants effectively
Central Industrial Security Force (CISF)	• It was set up in 1969 after the recommendations of Justice B Mukherji. • Its objective is to monitor the industrial complexes of Central Government
Assam Rifles	• It was established in 1835 and is the oldest paramilitary force in the country • Its main objective is to keep vigilance of international borders in North East and countering insurgency operations in Arunachal Pradesh. Manipur, Mizoram and Nagaland
Border Security Force (BSF)	• It was established in 1965 • It keeps a vigil over the international borers against the intrusion in the country.
Central Reserve Police Force (CRPF)	• It was set up in 1939 • Its main objective is to assist the State/Union Territory Police in maintenance of law and order • The 88th Battalion of CPRF, known as 'Mahila Battalion'

	(commissioned on March 30, 1986) is the world's first paramilitary force comprising entirely of women.
National Cadet Corps (NCC)	• It was established in 1948 • Its main objective is to stimulate interest among the youth in the defence of the country in order to build up a reserve man power to expand armed forces
Territorial Army (TA)	• It was established in 1948 • It is a voluntary, part time force (between 18 and 35 years), not professional soldiers, but civilans, who wish to assist in defence of the country
Home Guards	• It was established in 1962, to assist the police in maintaining security, to help defence forces and to help local authorities in case of any eventuality.
Coast guard	• It was setup in 1978 • It main objective is to protect the maritime and other national interests in the maritime zones of India
Intelligence Bureau (IB)	• It was set up in 1920 • It objective is to collect secret information relating to country's security • It was originally set up as Central Special Branch (CSB) in 1987 and renamed IB in 1920.
Central Bureau of Intelligence (CBI)	• It was established in 1953 • Its objective is to investigate cases of misconduct by public servants, cases of cheating, embezzlement and fraud • CBI is also entrusted with the investigation of international crime cases in collaboration with INTERPOL
National Crime Records Bureau (NCRB)	• It was established in 1986 • Its objective is to collect crime statistics at the national level, information of inter-state and international criminals to help investigation agencies.
Rapid Action Force	• It was established in 1992

(RAF)	• Under the operational command of CPRF

DEFENCE PRODUCTION UNITS

Unit	Established	Total Factories	Places
Hindustan Aeronautics Limited (HAL)	1964	12	Bengaluru(5), Koraput, Nasik, Karwa, Kanpur, Lucknow, Barrackpur, Hyderabad
Bharat Electronics Limited (BEL)	1959	9	Bengaluru, Ghaziabad, Pune, Machilipatnam, Taloja (Maharashtra), Panchula (Haryana), Kotadwara, Hyderabad, Chennai.
Bharat Earth Movers Limited (BEML)	1964	3	Bengaluru, Mysore, Kolar Gold Fields
Bharat Dynamics Limited	1970	1	Hyderabad
Mishra Dhadu Nigam Limited (MIDHANI)	1973	1	Hyderabad
Goa Shipyard Limited (GSL)	1957	1	Goa

MILITARY TRAINING CENTRES

Military Training Centers	Place
National Defence Academy	Khadakvasla (W. Bengal)
Indian Military Academy	Dehra Dun (Uttaranchal)
Rashtriya Indian Military College	Dehra Dun (Uttaranchal)
National Defence College	New Delhi
Defence Services Staff College	Welliington
Armed Forces Medical College	Pune (Maharashtra)
Officer's Training School	Chennai (Tamil Nadu)
College of Combat, Mhow (Army War College) Armoured Corps Centre and School	Deolali
College of Military Engineering	Kirkee (Pune) (Maharashtra)
Military College of Telecommunications Engineering	Secunderabad (Andhra Pradesh)

Army Cadet College	Dehra Dun (Uttaranchal)
College of Material Management	Jabalpur (Madhya Pradesh)
High Altitude Warfare School	Gulmarg (J & K)
Army Service Corps School	Bareilly (UP)
EME School	Secunderabad (Andhra Pradesh)
Millitary College of Electronics and Mechnical Engineering, Remount and veterinary Corps Centre and School	Merrut (UP)
Army Educational Corps Training School and Depot	Pune (Maharashtra)
Corpse of Military Police Centre and School	Bengaluru (Karnataka)
Army School of Physical Training	Pune (Maharashtra)
Army/Air Transport Support School	Agra (UP)
Army Clerk Training School	Aurangabad (Maharashtra)
Army School of Mechanical Transport	Bengaluru (Karnataka)
Counter Insurgency and Jungle Warfare School	Vairengte
Institution of Nation Integration	Pune (Maharshtra)

NAVAL TRAINING CENTRES

Naval Training Centers	Place
INS Cilka	Bhubaneshwar (Orrisa)
INS Circars	Visakhapattanam (AP)
INS Hamla	Malad, Mumbai (Maharashtra)
INS Mandovi	Goa
INS Shivaji	Lonawala (Maharashtra)
INS Valsura	Jamnagar (Gujrat)
INS Venduruthy	Kochi (Kerala)
Naval Academy	Kochi
Navy Shipwright School	Viskhapattanam (AP)
Sailor's Training Establishment	Dabolim (Goa)

AIR FORCE TRAINING CENTRES

On 15 Aug 1947, the Air Force Training Establishments located in India were:

- Initial Training Wing, Coimbatore formed on 11 Jul 46.
- Elementary Flying Training School, Jodhpur formed on Jul 42.

- Advanced Flying Training School, Ambala formed on Jul 41.
- No.1 Ground Training School, Jalahalli formed on Jul 47.
- No.2 Ground Training School, Tamabaram formed on Feb 47

Currently we have following are the AirForce Training Centers in India.

AirForce Training Centers	Place
Air Force Administrative College	Coimbatore (Tamil Nadu)
Air Force Academy	Hyderabad (Andhra Pradesh)
Air Force Technical College	Jalahalli
Air Force School	Sambre, Belgaum
Flying Instructors' School	Tambaram (Tamil Nadu)
Elementrary Flying School	Bidar (Karnataka)
Fighter Training and Transport	Hakimpur and Yelahanka (Karnataka)
Training Wings of the Air Force Institute of Aviation Medicine	Bangluru (Karnataka)
Paratroopers Training School	Agra (Uttar Pradesh)
Navigation and Signal School	Hyderabad (Andhra Pradesh)
College of Air Warfare	Secunderabad (Andhra Pradesh)
Ground Training Institutes	Vadodara (Gujarat) and Barrackpur (West Bengal)

INDIA AREA AND BOUNDARIES

- India stretches 3,214 km from N to S & 2933 km from E to W.
- Area:- 32,87,263 sq. km. Accounts for 2.4 % of total world area and 16 % of the population
- Mainland India has a coastline of 6,100 km. Including the Lakshadweep and Andaman and Nicobar, the coastline measures about 7516. km
- In India, total land mass is
    1. Plains : - 43.3 %
    2. Plateaus :- 27.7 %
    3. Hills :- 18.6 %
    4. Mountains:- 10.7 %
- In the south, on the eastern side, the Gulf of Mannar & the Palk Strait separate India from Sri Lanka
- Total land neighbours of India are 7 . These are
    1. Pakistan
    2. Afghanistan

3. China
4. Nepal
5. Sri Lanka
6. Bhutan
7. Bangladesh and
8. Myanmar

- India's Islands include the Andaman & Nicobar Islands in Bay of Bangal & Lakshadweep, Minocy & Amindive Islands in the Arabian Sea

FACTS ABOUT POSITION OF STATES OF INDIA

- Uttar Pradesh border maximum number of states:- 8 (Uttarakhand, Himachal Pradesh, Haryana, Rajasthan, MP, Chhattisgarh, Jharkhand and Bihar)

- Tropic of Cancer passes through 8 (Eight) states:- Gujara, Rajasthan, MP, Chhattisgarh, Jharkhand, West Bengal, Tripura and Mizoram.

- India standard Meridian (82030' E meridian) passes through UP, MP, Chhattisgarh, Orissa and Andhra Pradesh.

INDIAN STATES ON INTERNATIONAL BOUNDARIES

Bordering Pakistan	**Jammu and Kashmir, Punjab, Rajasthan and Gujrat**
Bordering China	Jammu and Kashmir, Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh
Bordering Nepal	Bihar, Uttarakhand, Uttar Pradesh, Sikkim and West Bengal
Bordering Bangladesh	West Bengal, Mizoram, Meghalaya, Tripura and Asom
Bordering Bhutan	West Bengal, Sikkim, Arunachal Pradesh and Asom
Bordering Myanmar	Arunachal Pradesh, Nagaland, Manipur and Mizoram
Bordering Afghanistan	Jammu and Kashmir (Pakistan-Occupied Area).

IMPORTANT RIVERS OF INDIA

Name	Origin From	Fall into	Length (km)
Ganges	Combined Sources	Bay of Bengal	2525
Satluj	Mansarovar Rakas Lakes	Chenab	1050
Indus	Near Mansarovar Lake	Arabian Sea	2880
Ravi	Kullu Hills near Rohtang Pass	Chenab	720

Beas	Near Rohtang Pass	Satluj	470
Jhelum	Verinag in Kashmir	Chenab	725
Yamuna	Yamunotri	Ganga	1375
Chambal	M.P.	Yamuna	1050
Ghagra	Matsatung Glacier	Ganga	1080
Kosi	Near Gosain Dham Park	Ganga	730
Betwa	Vindhyanchal	Yamuna	480
Son	Amarkantak	Ganga	780
Brahmaputra	Near Mansarovar Lake	Bay of Bengal	2900
Narmada	Amarkantak	Gulf of Khambat	1057
Tapti	Betul Distt. Of MP	Gulf of Khambat	724
Mahanadi	Raipur Distt. In Chattisgarh	Bay of Bengal	858
Luni	Aravallis	Rann of kuchchh	450
Ghaggar	Himalayas	Near Fatehabad	494
Sabarmati	Aravallis	Gulf of Khambat	416
Krishna	Western ghats	Bay of Bengal	1327
Godavari	Nasik distt. In Maharashtra	Bay of Bengal	1465
Cauvery	Brahmagir Range of Western Ghats	Bay of Bengal	805
Tungabhadra	Western Ghats	Krishna River	640

MAJOR PORTS IN INDIA

Western Coast	Eastern Coast
Kandla (child of partition)	Kolkata-Haldia (riverine port)
Mumbai (busiest and biggest)	Paradip (exports raw iron to Japan)
Jawahar Lal Nehru (fastest growing)	Vishakjapatnam (deepest port)
Marmugao (naval base also)	Chennai (oldest and artifical)
Mangalore (exports Kudremukh iron-ore)	Ennore (most modern-in private hands)
Cochin (natural Harbour)	Tuticorin (southernmost)

IMPORTANT VALLEY PROJECTS IN INDIA

Bhakra Nangal Project	On Sutlej in Punjab. Highest in India.Ht. 226m. Reservoir is called Gobind Sagar Lake.
Mandi Project	On Beas in HP

Chambal Valley Project	On Chambal in MP & Rajasthan, 3 dams are there:- Gandhi Sagar Dam, Rana Pratap Sagar Dam and Jawahar Sagar Dam
Damodar Valley Project	On Damodar in Bihar, Based on Tennessee Valley Project USA
Hirakud Project	On Mahanadi in Orrisa, World's Longest Dam: 4801m
Rihand Project	On Son in Mirzapur, Reservoir is called Gobind Vallabh Pant reservoir.
Kosi Project	On Kosi in N.Bihar
Mayurkashi Project	On Mayurkashi in West Bengal
Kakrapara Project	On Tapi in Gujrat
Nizamsagar Project	On Manjra in Andhra Pradesh
Nagarjuna Sagar Project	On Krishna in Andhra Pradesh
Tugabhadra Project	On Tugabhadra in Andhra Pradesh & Karnataka
Shivasamudram Project	On Cauvery in Karnataka. It is the older river valley project in India.
Tata Hydel Scheme	On Bhima in Maharashtra
Sharavathi Hydel Project	On Jog Falls in Karnataka
Kundah & Periyar Project	In Tamil Nadu
Farakka Project	On Ganga in WB. Apart from power and irrigation it helps to remove silt for easy navigation.
Ukai Project	On Tapti in Gujarat
Mahi Project	On Mahi in Gujarat
Salal Project	On Chenab in J&K
Mata Tila Multipurpose Project	On Betwa in Uttar Pradesh and Madhya Pradesh
Thein Project	On Ravi, Punjab.
Pong Dam	On Beas, Punjab
Tehri Dam	On Bhgirathi, Uttarakhand
Sardar Sarovar Project	On Narmada, Gujarat/MP.

INDIA RAILWAYS

The Indian Railways has been a great integrating force during the last more than 150 years. It has bound the economic life of the country and helped in accelerating the development of industry and agriculture. From a very modest beginning in 1853, when the first train steamed off from Mumbai to Thane, a distance of 34 kilometers Indian Railways has grown into a vast network of 6,909 stations spread over a route length of 63,327 kilometers with a fleet of 8,153 locomotives, 45,350 passengers service vehicles, 5,905 other coaching vehicles and 2,07,719 wagons as on 31st March, 2007. The growth of Indian Railways in the 150 years of its existence is thus phenomenal. It has played a vital role in the economic, industrial and social development of the country. The gauge-wise route and track lengths of the systems as on 31st March, 2007 are as under:-

Gauge	Route in Km	Running Track in Km	Total Tack in Km
Borad Guage (1.676 mm)	49,820	71,015	93,386
Meter Guage (1.000 mm)	10,621	11,487	13,412
Narrow Guage (762 mm and 610 mm)	2,886	2,888	3,198

About 28 percent of the route kilometer, 39 per cent of running track kilometer and 41 per cent of total track kilometer is electrified.

The network is divided into 16 zones. Divisions are basic operating units. The 16 zones are their respective headquarters are given below.

Zonal Railways	Headquarters
Central	Mumbai CST
Eastern	Kolkata
Northern	New Delhi
Northern-Eastern	Gorakhpur
North-East Frontier	Maligaon (Guwahati)
Southern	Chennai
South Central	Secunderabad
South-Eastern	Kolkata
Western	Church Gate, Mumbai
East Central Railway	Hajipur
East Coast Railway	Bhubaneshwar

North Central Railway	Allahabad
North Western Railway	Jaipur
South-East Central Railway	Bilaspur
South-Western Railway	Hubli
West Central Railway	Jabalpur

Co-operation between public and Railway Administration is secured through various committees including Zonal Railway User's Consultative Committees and Divisional Railway User's Consultative Committees.

Public Undertakings

There are ten public undertakings under the administrative control of the Ministry of Railways, viz.

1. Rail India Technical & Economic Services Limited (RITES)
2. Indian Railway Construction (IRCON) International Limited
3. Indian Railways Finance Corporation Limited (IRFC)
4. Container Corporation of India Limited (CONCOR)
5. Konkan Railway Corporation Limited (IRCTC)
6. Indian Railway Catering & Tourism Corporation Limited (IRCTC)
7. Railtel Corporation of India Limited (Rail Tel)
8. Mumbai Rail Vikas Nigam Limited (MRVNL)
9. Rail Vikas Nigam Limited (RVNL)
10. Dedicated Freight Corridor Corporation of India Limited (DFCCIL)

The Center for Railway Information System (CRIS) was set up as a registered society to design and implement various railway computerization projects.

Research & Development

The Research, Design and Standards Organization (RDSO) at Lucknow is the R & D wing of Indian Railways. It functions as a consultant to the Indian Railways in technical matters. It also provides consultancy to other organizations connected with railway manufacture and design.

INDIA RAILWAYS FACTS

- The total distance covered by the 14,300 trains on the Indian Railways everyday, equals three & half times the distance to moon

- The first train on Indian soil ran between Bombay and Thane on the 16th of April 1853
- IR has about 63,028 route kms. of track
- IR employs about 1.55 million people
- It carries over 13 million passengers & 1.3 million tones of freight everyday
- It runs about 14,300 trains daily
- IR has about 7,000 railway stations
- The longest platform in the world is at Kharagpur and is 2,733 ft. in length
- Nehru Setu on Sone River is the longest Railway bridge
- 42 Railway companies operated in the country before independence
- Electric Locomotives are manufactured at Chittaranjan Locomotive Works, Chittaranjan
- Coaches are manufactured at ICF/Chennai, RCF/Kapurthala and BEML/Bangaluru
- The national Rail Museum at New Delhi was set-up in 1977
- People Employed in Indian Railway are about 1.6 million
- Stations across State Lines are Navapur (Maharashtra and Gujarat) and Bhawani Mandi (Madhya Pradesh and Rajasthan)
- Classes of travel on Indian Railway: Ist AC, 2nd AC, 3rd AC, AC Chair Car IInd sleeper & IInd ordinary
- Railway Station with all the Three Gauges is Siliguri Railway Station

FIRST/LONGEST/OLDEST IN INDIAN RAILWAYS

First Passenger Train Ran On	**16th April 1853 (between Bombay to Thane)**
First Railway Bridge	Dapoorie Viaduct on the Mumbai-Thane route
First Rail Tunnel	Parsik Tunnel
First Ghats Covered by the Rail lines	Thal and Bhore Ghats
First Underground Railway	Calcutta METRO
First Computerized Reservation System started in	New Delhi (1986)
First Electric Train ran on	3rd Feb' 1925 (between Bombay VT and Kurla)
Toilets on Trains were introduced in	1891 (1st Class) & 1907 (lower classes)
Shortest Station Name	Ib (Orissa)

Longest Station Name	Sri Venkatanarasimharajuvariapeta (Tamil Nadu)
Busiest Railway Station	Lucknow (64 trains everyday)
Longest Run (Time)	Vivek Express (3715 km in Approx 71 hrs)
Shortest Run	Route between Nagpur to Ajni (3km)
Longest Run for Daily Train	Kerala Express (3054 km in 42.5 hrs)
Longest Non-Stop Run (Distance)	Trivandrum Rajdhani (528 km in 6.5 hrs)
Longest Railway Platform in the World	Kharagpur (2,733 ft in length)
Longest Railway Bridge	Nehru Setu on Sone River (10044ft in length)
Longest Tunnel	Karbude On Konkan Railway between Monkey hill & Khandala (6.5 km)
Oldest Preserved Locomotive	Fairy Queen (1855), still in working order
Indian Railway's Fastest Train	Bhopal-Shatabdi (runs at a speed up to 140 Km/ph)
Train with Maximum Number of Halts	Howrah-Amritsar Express (115 halts)

INDIA ROADS

India has one of the largest road networks in the world, aggregating to about 33 lakh kilometers at present. Though the National Highways, which is the responsibility of Central Government, has length of roads, carries over 40 percent of the total traffic across the length and bredth of the country.

National Highways/Expressways	**65,590 km**
State Highways	1,28,000 km
Major and other Disctric Roads	4,70,000 km
Rural Roads	26,50,000 km

The National Highways have further been classifed depending upon the carriageway width of the Highway. Generally, a lane has a width of 3.75 m in case of single lane and 3.5 per lane in case of multilane National Highways. The break-up of National Highways in terms of width is as under:-

Single Lane	32 %
Double/Intermediate Lane	56 %
Four Lane/Six Lane/Eight Lane	12 %

National Highways

The Central Government is responsible for development and maintenance of the National Highways system. The Ministry carry out development and maintenance work of National Highways through three agencies. viz. National Highway Authority of India (NHAI), State Public Works Departments (PWDs) and Border Road Organisation (BRO).

In order to give boost to the economic development of the country, the Government has embarked upon a massive National Highways Development Project (NHDP) in the country. The NHDP is the largest highway project ever taken in the country. The NHDP is being implemented by National Highways Authority of India. (NHAI)

Public-Prive Partnership

Traditionally, the road projects were financed only out the budgetary grants and were controlled/supervised by the Government. The road system has attracted very limited private sector participation in the past. While the traffic has been constantly increasing at a rapid pace, the traditional system of financing road projects through budgetary allocation has proved to be inadequate. It was in this context that the necessity for exploring the innovative means of financing the highly capital intensive road projects was felt.

The beginning of a significant private sector participation in road projects was made with the launching of India's largest road project – National Highways Development Project (NHDP). To encourage private sector participation, several initiatives have been taken by the government, which includes:-

- Declaration of the road sector as an industry.
- Provision of capital subsidy up to 40 % of the project coast to make projects commercially viable.
- 100 % tax exemption in any consecutive 10 years out of the first 20 years of a project.

- Provision of encumbrance free sites for work, i.e. the Government shall meet all the expanses relating to land and other pre-construction activities.
- Foreign Direct Investment up to 100 % in road sector.
- Easier external commercial borrowing norms
- Higher concession period, (up to 30 years)
- Right to collect and retain toll

Research and Development in Road Development

The main thrust of research and development (R & D) in the roads sector is to build a sustainable road infrastructure comparable to the best roads in the world. The various components of this strategy are improvement in design, modernization of construction techniques, introduction of improved material conforming to latest trends, evolving better and appropriate specifications, encouraging development and use of new technologies etc. The dissemination of these matters is done through the publication of new guidlines, code of practices, instructions/circulars, compilation of state-of-the-art reports and seminars/presentations etc. The research schemes sponsored by the Department are generally 'applied' in nature, whch, once completed, would enable them to be adopted by user agencies/departments in their work in the field. The areas covered are roads, road transport, bridge, traffic and transportation techniques etc. The Department takes the help of various research institution, academic institutions and universities to implement the schemes. Some of the major schemes are as follows:-

Roads

1. Development of GIS based National Highways information system
2. Guidlines for soil nailing techniques in highways engineering
3. Pilot study on effect of overloading on road infrastructure
4. Investigation on field performance of bituminous mixes with modified binders
5. R & D Studies on performance evaluation of rigid pavements on high density traffic corridors using instrumentation supported by laboratory tests.

Bridges

1. Creation of complete range of independent testing facility at Central Road Research Institute (CRRI), New Delhi.

INDIA SHIPPING

Shipping plays an important role in the transport sector of India's economy. Approximately, 90 per cent of the country's trade by volume (70 per cent in terms of value) is moved by sea. India has the largest merchant shipping fleet among the developing countries and ranks 20th amongest the countries with the largest cargo carrying fleet with 8.83 million GT as on 01.06.2008 and the average of the fleet being 18 years. Indian maritime sector facilities not only transportation of national and international cargo but also provides a variety of other services such as cargo handling services, shipbuilding and ship repairing, freight forwarding, lighthouse facilities and training of marine personnel, etc.

Coastal Shipping

Coastal Shipping is an energy-efficient, environment-friendly and economical mode of transport in the Indian transport network and a crucial component for the development of domestic industry and trade. India, with her 7,517 km long costline studded with 13 major ports and 200 non-major ports provides congenial and favourable conditions for the development of this alternate mode of transport.

Aids to Navigation

Since Independence, India has made rapied growth in aids to Marine Navigation. From 17 Lighthouses prior to Independence, the present strength of aids to Navigation consists of 171 Lighthouses, one Lightship, one Loran-C Chain Stations, 59 Racons, 21 Deep Sea Lighted Buoys 01 wreck making and 22 installations under Differential Global Positioning System (DGPS). To cater the needs of light stations in the islands and for maintaining the buoys, the Directorate General of Lighthouses and Lighships is maintaining three launches, one mechanised boad and two large ocean going vessels, M.V. Sagardeep-II ad M.V. Pardeep.

Maritime Training

The Director General of Shipping is responsible for creation of the trained manpower required for the merchant navy fleet of the country. This national obligation is being met through the Government training institutes and a number of other approved training institutes in the private sector. The importance of organised training was recognised in the

year 1927 when the Training Ship "Dufferin" was established. Since then many highly skilled Indian seafarers have been trained in India who have earned commendable reputation at home and abroad.

The four training institutes, which were established by the Government are:-

1. **Trainingn Ship 'Chanakya'** which conducts
   i. Three years B.Sc degree course in Nautical Sciences under the University of Mumbai
   ii. Pre-Sea training course for Deck Cadets.
2. **Marine Engineering and Research Institute (MERI), Kolkata** which conducts four years degree course in Marine Engineering under Jadavpur University.
3. **Marine Engineering & Research Institute (MERI), Mumbai** conduct
   i. one year Training Marine Engineering Course for graduate Mechnical Engineerings and
   ii. Three-year B.Sc. degree course in Martime Sciences (polyvalent degree) under the University of Mumbai
4. **LBS College of Advance Maritime Studies & Research, Mumbai,** conducts alomst 46 post-sea training courses for serving Marine Officers.

In addition to the above, there are about 124 training institutes in the private sector approved by the Director General of Shipping, imparting pre-sea and post-sea training in various disciplines.

Shipping Corporation of India Limited

The Shipping Corporation of India Ltd (SCI) was formed on 2nd October 1961. The present authorised capital of the Company is Rs. 450 crore and paid up capital is Rs 282.30 crore. The status of SCI has been changed from a private limited company to Public limited from 18 September 1992. The SCI was conferred 'Mini Ratna' status by the Government of India on 24 Feburary 2000. At present, the Government is holding 80.12 per cent of share capital and the balance is held by financial institutions, public and others (NRIs, Corporate Bodies, etc.). SCI signed Memorandum of Understanding with the Ministry of Shipping, Road Transport & Highways, Government of India on 27 March 2008.

On 8th March, 2007, SCI was awarded MOU Excellence Certificate for the year 2004-05 and 2005-06 by the Government of India, Ministry of Heavy Industry and Public Enterprises, Department of Public Enterprises. SCI was the winner of the best international

solution award and the third annual HBSC global payments and cash management partnership award, which was posted in Bangaluru on 5th November 2007. The SCI won the "Shipowner/operator of the year 2007" at the seatrade middle east and Indian sub-continental award 2007, held in Dubai in November, 2007 SCI also won the "Shipowner of the year 2007" at Lloyds list Middle east and Indian Sub-continental award, held in Mumbai in November 2007

Cochin Shipyard Limited

Situated in the Western coast of India in the city Cochin, State of Kerla, Cochin Shipyard is the largest shipyard in the country. Incorporated in the year 1972, Cochin Shipyard can build ships upto 1,10,000 DWT and repair ships upto 1,25,000 DWT. The year has built varied types of ships including tankers, bulk carriers, ports crafts, offshore vessels and passenger vessels. The orders executed by CSL in recent past include carriers for M/s Clipper Group, Bahamas, firefighting tugs for M/s ATCO, Saudi Arabia and Platform Supply Vessels for M/s Deep Sea Supplies, Norway.
The yard is also a leading ship-repairer of the country and has repaired more than 1200 ships of all types. These include upgradation of vessels belonging to ONGC, periodical lay up repairs and life extension of ships of Navy and Coast Guard. The yard had been consistently achieving profits for the last several years.

Garden Reach Shipbuilders & Engineers LTD. KOLKATA

The Garden Reach Shipbuilders & Engineers Limited was incorporated as a joint stock company in 1934, under the name M/s Garden Reach Worskhop Limited (GRW). The Government of India acquired the company in 1960. It was renamed as "Garden Reach Shipbuilders & Engineers Limited (GRSE)" on 01 January 1977.
The company builds and repairs warships and auxillary vessels for the Navy and Cost Guard. Its present product range includes corvettes, frigates, fleet tankers, patrol-vessels, fast attack craft, high technology ship brone equipment, portable bailey type steel bridges, turbine pumps for the agricultural sector, Marine Sewage Treatment Plants, Diesel Engines etc. "Mini-Ratna Status Category-I" was conferred on GRSE on 5 September 2006.

Hindustan Shipyard Limited, VISAKHAPATNAM

Hindustan Shipyard Limited (HSL), Visakhapatnam as set up in 1941 in the private sector and was taken over by the Government in 1952. In 1962, the shipyard became a central public sector enterprise. The shipbuilding capacity of the yard is 3.5 pioneer class vessels of 21,500 DWT each. The maximum size of vessel that could be built is 50,000 DWT.

HSL is the first shipbuilding yard in the country which was awarded ISO:9001 certification by Lloyds Register of Quality Assurance, London for international standard of quality assurance. For ship repairs, the yard has facilities such as modern dry dock, wet basin, repair shops, etc., and it can undertake repairs of submarine, tankers adn ships up to 70,000 DWT. HSL has an exclusive offshore platform construction yard capable of constructing two platforms per annum.

Hooghly Dock and Port Engineers Limited, KOLKATA

Hooghly Dock and Port Engineers Limited (HDPEL), Kolkata became a Central Publi Sector Undertaking in 1984. The company has two working units in Howrah District of West Bengal, one at Salkia and another at Nazirgunge. The installed capacity in shipbuilding is 1,100 tonnes per annum and in ship repairs 125 ships per annum. Apart from a dry dock and a jetty, it has six shipways. The yard is capable of constructing various types of ships (including passenger ships) and other vessels such as dredgers, tugs, floating dry docks, fishing trawlers, supply-cum-support vessels, multi-purpose harbour vessels, lighhouse tender vessels, barges, mooring launches, etc., and undertaking repairs of different types of vessels.

CIVIL AVIATION IN INDIA

The Ministry of Civil Aviation is responsible for the formulation of national policies and programmes for development and regulation of civil aviation and for devising and implementing schemes for oderly growth and expansion of civil air transport. Its functions also extend to overseeing the provision for airport facilities, air traffic services, carriage of passengers and goods by air, safeguarding civil aviations operations, regulations of air transport services, licensing of aerodromes, air carriers, pilots and aircrafts maintenance engineers. The ministry also administratively controls the institution of Commission of Railway Safety, which is responsible for the safety in rail travel and operations in terms of provisions of the Railways Act.

India has been a member of the International Civil Aviation Organisation (ICAO) and is also on the Counicl of ICAO since its operations. The civil aviations sector has three main functional divisions – regulatory, infrastructural and operational.

Cargo : Airports Authority of India (AAI) has established integrated cargo terminals at metro airports viz Delhi, Mumbai, Kolkata and Chennai, wherein all the regulatory and facilitating agencies have been housed under one roof in order to faciliate faster

porcessing/movement/clearance of international cargo. The management of Delhi and Mumbai Airports have been taken over by the two seperate JVCs namely Delhi International Airport Limited and Mumbai International Airport Limited respectively, with effect from 3rd May 2006.

Airports Authority of India : Airports Authority of India (AAI) was constituted on 1st April 1995 by merging erstwhile National Airports Authority (NAA) and International Airport Authority of India (IAAI). The integration of NAA and IAAI was aimed to derive the synergy of merger and build a new organisation to take up upcoming challenges in competitive environment. Civil aviation, world over, has gone a sea change and the Airports Authority of India (AAI) is ready to meet these challenges both at national and international levels.

Training : AAI imparts trainings at its own Civil Aviation Training College, Allahabad on various operational areas like Air Traffic Control, Radars, Communication, etc. It maintains the National Institute of Aviation Management and Research (NIAMAR) at Delhi for imparting various aviation management training programmes and refresher courses. In addition there is a Fire Service Training School at Narayanpur near Kolkata and the Fire Training Centre at New Delhi for imparting training and conducting refresher courses on fire fighting rescue services.

INLAND WATER TRANSPORT

India has about 14,500 km of navigable waterways which comprises rivers, canals, backwaters, creeks, etc. About 50 million tonnes of cargo corresponding to 2.82 billion tonne km was transported in 2006-06 by Inland Water Transport (IWT). Its operations are currently restricted to a few streches in the Ganga-Bhagirathi-Hooghly Rivers, The Brahmaputra, the Barak River, the rivers in Goa, the backwaters in Kerala, inland waters in Mumbai and the deltaic regions of the Godavari-Krishna rivers. Besides the organised operations by mechanised vessels, country boats of various capacites also operate in various rivers and canals. Data of cargo and passenger movement in unorganised sector (i.e. by country boats, etc.) has not been compiled but it is a fact tht substantial quantum of cargo and passengers are transported in the unorganised sector as well.

Inland Waterways Authority of India The Inland Waterways Authority of India (IWAI) came into existence on 27 October 1986 for development and regulation of inland waterways for shipping and navigation. The Authority primarily undertakes projects for development and maintenance of IWT infrastructure on national waterways through grant received from Ministry of Shipping, Road Transport and Highways. The head office of the

Authority is located at Noida. The Authority also has its regional offices at Patna, Kolkata, Guwahati and Kochi and sub-offices at Allahabad, Varanasi, Bhagalpur, Farakka and Kollam.

National Waterways The Ganga between Allahabad-Haldia (1620 km) the Sadiya-Dhubri stretch of river Brahmaputra (891 km) and Kollam-Kottapuram stretch of West Coast Canal along with Champakara and Udyogmandal Canals (205 km) in Kerala have so far been declared as National Waterways and are being developed for navigation by IWAI. Bills for declaration of 3 more waterways viz. Talcher-Darmra stretch of canals;Kakainada-Puducherry stretch of canals etc. and the Barak Rivers as National Waterways have already been introduced in the Parliament.

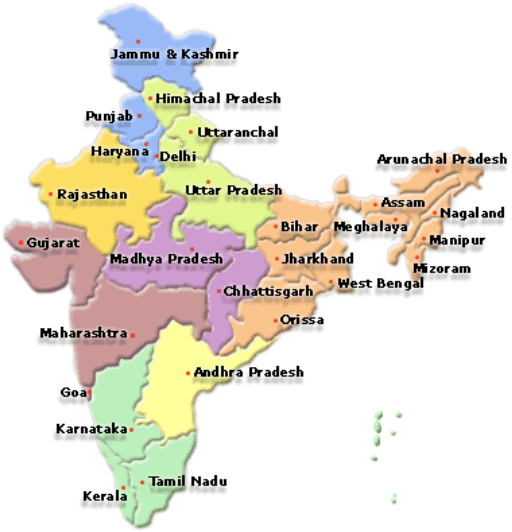
INDIAN PORTS

The coastline of India is dotted with 12 Major Ports and about 200 Non-major Ports. The Major Ports are under the purview of the central while the Non-major Ports come under the jurisdiction of the respective State Governments.
The 12 Major Ports (including the Port of Ennore which is a corporate port set up under the Indian Companies Act, 1956) are evenly spread out on the Eastern and Western coast. The ports of Kolkata, Paradip, Viskhapatnam, Chennai, New Mangalore, Mormugao, Mumbai, Jawaharlal Nehru at Jhavasheva and Kandla are on the Western Coast. The capacity of major ports have increased from 20 Million Tonnes per annum (MTPA) 1951 to 504.75 as on 31st March, 2007.

INDIA STATE FACTS

About India: Capital of India is New Delhi.

India is a federal union of states comprising 28 states and 7 union territories. The states and territories are further subdivided into districts and so on.



- The **administrative capital** is where the executive government offices are located.
- The **legislative capital** is where the state assembly convenes.
- The **judicial capital** is the location of the state or territorial High Courts of India.
- The date mentioned in the table refers to when the city became the capital of the state or territory
- In the table *S* and *W* refers to the Summer and Winter sessions respectively.
- **The administrative capital is considered to be the main capital of the state.**
- In the absence of the legislative capital means that it is administered by the Central Government.

STATES AND THEIR CAPITALS

State	Administrative Capital	Legislative Capital	Judicial Capital	Since
Andhra Pradesh	Hyderabad	Hyderabad	Hyderabad	1956
Arunachal Pradesh	Itanagar	Itanagar	Guwahati	1972
Assam	Dispur (Former Capital: Shilong(1874-1972))	Dispur	Guwahati	1972
Bihar	Patna	Patna	Patna	1936
Chhattisgarh	Raipur	Raipur	Bilaspur	2000
Goa	Panji	Porvorim	Mumbai	1961
Gujarat	Gandhinagar(Formal Capital: Ahmedabad(1960-1970))	Gandhinagar	Ahmedabad	1970
Haryana	Chandigarh	Chandigarh	Chandigarh	1966
Himachal Pradesh	Shimla	Shimla	Shimla	1948
Jammu and Kashmir	Srinagar(S),Jammu(W)	Srinagar(S),Jammu(W)	Srinagar	1948
Jharkhand	Ranchi	Ranchi	Ranchi	2000
Karnataka	Bengaluru	Bengaluru	Bengaluru	1956
Kerala	Thiruvanantha-Puram (Former Capital: Kochi(1949-1956))	T'puram	Ernakulam	1956
Madhya	Bhopal	Bhopal	Jabalpur	1956

Pradesh				
Maharashtra	Mumbai	Mumbai	Mumbai	1818
Manipur	Imphal	Imphal	Guwahati	1947
Meghalaya	Shillong	Shillong	Guwahati	1970
Mizoram	Aizwal	Aizwal	Guwahati	1972
Nagaland	Kohima	Kohima	Guwahati	1963
Orrisa	Bhubaneshwar (Former Capital: Cuttak (1936-1948))	Bhubaneshwar	Cuttack	1948
Punjab	Chandigarh (Former Capital: Lahore(1936-1947) & Shimla(1947-1966))	Chandigarh	Chandigarh	1966
Rajasthan	Jaipur	Jaipur	Jodhpur	1948
Sikkim	Gangtok	Gangtok	Gangtok	1975
Tamil Nadu	Chennai	Chennai	Chennai	1956
Tripura	Agartala	Agartala	Guwahati	1956
Uttarakhand	Dehradun	Dehradun	Nainital	2000
Uttar Pradesh	Lucknow	Lucknow	Allahabad	1937
West Bengal	Kolkata	Kolkata	Kolkata	1905
Union Territories				
Andaman and Nicobar Islands	Port Blair	--	Kolkata	1956
Chandigarh	Chandigarh	--	Chandigarh	1966
Dadra and Nagar Haveli	Silvasaa	--	Mumbai	1961
Daman and Diu	Daman	--	Mumbai	1987
Lakshadweep	Kavaratti	--	Ernakulam	1956
National Capital Territory of Delhi	N.Delhi	--	--	--
Ponducherry	Ponducherry	Ponducherry	Chennai	1954

INDUSTRIES OF INDIA

1. **Iron and steel industry**
    - First steel industry at Kulti, Near Jharia, West Bengal – Bengal iron works company in 1870
    - First large scale steal plant TISCO at Jamshedpur in 1907 followed by IISCO at Burnpur in 1919. Both belonged to private sector
    - The first public sector unit was "Vishveshvaraya Iron and Stell works" at Bhadrawati
2. **Public sector steel plants**
    - Russian government –

Location	Assistance
Rourkela(Orrisa)	Germany
Bhilai(MP)	Russian government
Durga[ir(WB)	British government
Bokaro(Jharkhand)	
Burnpur(WB)	Acquired from private sector in 1976
Vishakhapattnam(AP)	Russian government
Salem(Tamil Nadu)	–
Vijai Nagar(Karnataka)	
Bhadrawati(Karnataka)	nationalisation of Vishveshvarayya Iron and Steel Ltd(owned by Central and State government)

    - all these are managed by SAIL(at present all important steel plants except TISCO, are under public sector)
    - steel authority of India Ltd(SAIL) was established in 1974 and was made responsible for the development of the steel industry
    - Presently India is the eighth largest steel producing country in the world.
3. **Jute industry**
    - Jute industry is an important industry for a country like India, because not only it earns foreign exchange but also provides substantial employment opportunities in agriculture and industrial sectors

- Its first modernised industrial unit was established at Reshra in West Bengal in 1855
- The jute industry in the country is traditionally export oriented. India ranks number one in the raw jute and juite goods production and number two in export of jute goods in the world.

4. **Cotton and textile industry**
   - Oldest industry of India, and employees largest number of workers
   - It is the largest organised and broad-based industry which accounts for 4% of GDP, 20% of manufacturing value-added and one third of total export earnings.
   - The first Indian modernised cotton cloth mill was established in 1818 at Fort Gloaster near Calcutta but this mill was not successful. The second mill named "Mumbai's spinning and weaving Co." Was established in 1854 at Bombay by KGN Daber.
5. **Sugar industry**
   - Sugar industry is the second largest industry after cotton textile industry among agriculture-based industries in India.
   - India is now the largest producer and consumer of sugar in the world. Maharashtra contributes over one third of the total sugar output, followed closely by Uttar Pradesh.
6. **Fertiliser industry**
   - India is the third largest producer of nitrogenous fertilisers in the world
7. **Paper industry**
   - The first mechanised paper mill was set up in 1812 at Serampur in West Bengal.
   - The paper industry in India is ranked among the 15 top global paper industries.
8. **Silk industry**
   - India is the second-largest(first being China) country in the world in producing natural silk. At present, India produces about 16% silk of the world.

- India and joys that distinction of being the only country producing all the five known commercial varieties of silk viz Mulberry, Tropical Tussar, Oak Tussar, Eri and Muga.

9. **Petroleum and natural gas**
   - First successful Oilwell was dug in India in 1889 at Digboi, Assam.
   - at present a number of regions having oil reserves have been identified and oil is being extracted in these regions
   - for exploration purpose , **Oil and Natural Gas Commission (ONGC)** was established in 1956 at Dehradun, Uttarakhand

FIVE YEAR PLANS

First plan(1951 to 56)	▯ It was based on Harrod-Damor model ▯ Community development programme was launched in 1952 ▯ Emphasised technical, price stability, power and transport ▯ It was more than a success, because of good are blessed in the last two years
Second plan(1956 to 61)	▯ Also called Mahalanobis plan after its chief architect. ▯ Its objective was rapid industrialisation ▯ Advocated use imports which led to emptying of funds leading to foreign loans. It shifted basic emphasis from agriculture to industry far too soon. During this plan, price level increased by 30% against a decline of 13% during the first plan
Third plan(1961 to 66)	▯ At its conception time, it was felt that Indian economy has entered it takeoff stage. Therefore, a was to make India a self reliant and self generating economy. ▯ Also, it was realised from the experience of first two planes that agriculture could be given the top priority to suffice the requirements of export and industry. ▯ Complete failure due to unforeseen misfortunes viz. Chinese aggression(1962), Indo Pak war (1962) , Indo Pak war (1965), Seve rest drought to 100 years (1965 to 66)
Three annual plans(1966 to 69)	▯ Plan holiday for three years. The prevailing crisis in agriculture and serious food shortage necessitated the emphasis on agriculture during the annual plans. ▯ During these plans a whole new agriculture strategy involving

	widespread of distribution of highly-yielding varieties of seeds, the extensive use of fertilisers, exploitation of irrigation potential and soil conservation was put into action to tide over the crisis in agriculture production. ▯ During the annual plans, the economy basically absorbed the shocks given during the third plan, making way for a planned growth
Fourth plan(1969 to 74)	▯ Main emphasis on agriculture's growth rate ▯ Fared well in the first two years with record production, last three years failure cause of poor monsoon. ▯ Had to tackle the influx of Bangladeshi refugees before and after 1971 Indo Pak war
Fifth plan (1974 to 79)	▯ the fifth plan repaired and launched by D.D Dhar proposed to achieve two main objectives viz *removal of poverty*(Garibi Hatao) and *attainment of self reliance*, through promotion of high rate, better distribution of income and a very significant growth in the domestic rate of saving. ▯ the plan was terminated in 1978 (instead of 1979) when Janta government came to the power.
Rolling plan(1978 to 80)	▯ there were two sixth plans. One by Genta government.(For 78 to 73) which was in operation for two years only and the other by Congress government when it returned to power in 1980 ▯ the Janata government plan is also called Rolling plan
Sixth plan(1980 to 85)	▯ Objectives: Increase in national income, modernisation of technology, ensuring continuous decrease in poverty and unemployment, population control through family planning etc.
Seventh plan(1985 to 90)	▯ the seventh plan emphasized policies and programmes which aimed at rapid growth in food grains production, increased employment opportunities and productivity within the framework of basic tenants of planning. ▯ It was a great success, the economy recorded 6% growth rate against the targeted 5%
Eighth plan(1992 to 97)	▯ The eighth plan was postponed by two years because of political upheavals at the Centre and it was launched after a worsening balance of payment position and inflation during 1990-91 ▯ the plan undertook various drastic policy measures to combat the bad economic situation and to undertake an annual average growth of 5.6% ▯ some of the main economic performance during eighth plan period were rapid economic growth, high growth in exports and imports,

	improvement in trade and current account deficit.
Ninth plan(1997 to 2002)	Tt was developed in the context of four important dimensions: quality of life, generation of productive employment, a regional balance and self-reliance.
Tenth plan (2002 to 2007)	Its objectives included achieving the growth rate of 8%, reduction of poverty ratio to 20% by 2007 and 210% by 2012, universal access to primary education by 2007, increase in literacy rate to 72% within the plan period and to 80% by 2012
Eleventh plan(2007 to 2012)	Accelerate growth rate of GDP from 8% to 10% and then maintain at 10% in the 12th plan in order to double per capita income by 2016-17 Increase agricultural GDP growth rate of 4% per year to ensure a broader spread of benefits. Reduce drop out rates of children from elementary school from 52.2% in 2003-04 to 20% by 2011-12 Increase the literacy rate for persons of faith seven years or more to 85% reduce infant mortality rate(MR) 28 and maternal mortality ratio(MMR) to 1 part 1000 live births. raise the sex ratio for age group 0-6 to 935 by 2011-12 and to 950 by 2016-17 Ensure electricity connection to all village and BPL households by 2009 and the round-the-clock power by the end of the plan increase forest and free cover by the five percentage points

Plan	Target	Actual
First Plan(1951-56)	2.9%	3.6%
Second Plan(1956-61)	4.5%	4.3%
Third Plan(1961-66)	5.6%	2.8%
Fourth Plan(1969-74)	5.7%	3.3%
Fifth Plan(1974-79)	4.4%	4.8%
Sixth Plan(1980-85)	5.2%	6.0%
Seventh Plan(1985-90)	5.0%	6.0%
Eighth Plan(1992-97)	5.6%	6.8%
Ninth Plan(1997-2002)	6.5%	5.4%
Tenth Plan(2002-2007)	8.0%	
Eleventh Plan(2007-2012)	9.0%	

GEOGRAPHY FACTS ABOUT INDIA

Location

- The Union of India is the seventh largest country in the world covering an area of 32,87,590 square kilometers and it is an important country of south Asia.
- South Asia has a total area of about 4.488 million sq. km out of which India has the largest area (3.287 sq. km). It occupies 73.2 % of total area.
- It is 4 times largest than Pakistan which is second largest in South Asia. India is 12 times largest that UK and 8 times largest than Japan.
- The mainland stretches from latitude 8°4' north to 37°6' north and from longitude 68°7' east to 97°25' east of Greenwhich. The latitudinal and longitudinal extent of the country is almost same in degrees i.e. about 30 degrees.
- The southernmost point in Indian Territory, (in Great Nicobar Islands) is the Indira Point (6°45'), while Kanyakumari, also known as Cape Comorin, is the southernmost point of Indian mainland. The country thus lies wholly in the northern and eastern hemispheres.
- The 82°30' E longitude is taken as Standard Time Meridian of India, as it passes through the middle of India (from Naini, near Allahabad.) Hence Naini, Near Allahabad is the Standard Time of India.
- The country is of a vast size and measures about 3,214 kilometers from north to south and about 2,933 kilometers from west to east.
- Indian Standard Time:- GMT +05:30
- Telephone Country Code:- +91
- Coastline:- 7,516.6 km encompassing the mainland, Lakshadweep Islands, and the Andaman & Nicobar Islands.

Ocean

- India lies midway between the Far East and the Middle East. The trans-Indian Ocean routes connecting the industrially developed countries of Europe in the west and the underdeveloped countries of east Asia pass close by. India being centrally located in South Asia, she enjoys an advantageous-position for doing trade with Australia and the countries of Africa, the Middle East and the Far East. Thus, India dominates the Indian Ocean and commands an important strategic position. Her land frontier is 15,200 kilometers long. Her northern borderland, being mountainous, is very difficult to cross and it offers very few transport facilities for trade with the arid, almost barren and very sparsely populated regions of Central Asia. India has a

coastline of 6,100 kilometers in the main land and she depends on the Indian Ocean for bulk of her foreign trade. The total length of the coastline of the mainland, Lakshadweep group of Islands and Andaman and Nicobar group of Islands is 7,519.5 km.

India Facts	
Territorial Sea	12 nm (nautical miles)
Contiguous Zone	24 nm
Exclusive economic Zone	200 nm
Continental Shelf	200 nm or to the edge of the continental margin
Longest River	Ganga
Largest Lake	Lake Chilka
Highest Point	Mt. K^2 (8611 m)
Highest Point of Himalaya	Kanchan Junga (8,598 m)
Lowest Point	Kuttanad (-2.2 m)
Northernmost Point	Siachen Glacier near Karakoram
Southernmost Point	Indira Point, Great Nicobar, Andaman & Nicobar Islands
Southernmost Point of India (Mainland)	Cape Comorin (Kanya Kumari)
Westernmost Point	West of Ghuar Mota, Gujarat
Easternmost Point	Kibithu, Arunachal Pradesh
Highest Altitude	Kanchenjunga, Sikkim
Lowest Altitude	Kuttanad (Kerala)

Physical Boundaries :- The sub-continent is isolated in a remarkable way from the rest of Asia, making it a geographical unit. For example, barring the plateau of Baluchistan the two great ranges, namely, the Sulaiman and the Kirthar, cut it off from the west. Along the North the great mountains wall formed by the Hindu Kush, Karakoram and the Himalayas, cut it off the countries that lie beyond as the mountains are very high and difficult to cross. Similarly, the Southward offshoots of the Eastern Himalayas separate it from Burma.

The latitudinal and longitudinal extent of the country is almost the same in degrees i.e. about 30 degrees. But in kilometers, the north-south distance (about 3,200 km) is more than that of the east-west.

The Himalayas and other lofty mountains- Muztagh Ata, Aghil Kunlun Mountains to the north of Kashmir and south eastern portion of Zaskar mountains to east of Himachal Pradesh - from India's northern boundary, except in the Nepal region. She is adjoined in the

north by China, Nepal and Bhutan. A series of mountain ranges in the east separate India from Burma. Also, in the east, lies Bangladesh bounded by Indian States of West Bengal, Assam, Meghalaya, Tripura and Mizoram. In the north-west, Afghanistan and Pakistan border on India. The Gulf of Mannar and the Palk Strait separate India from Srilanka.

Locational Advantage:- India is a unique country as it is easily accessible to other parts of Asia, Africa, Europe and Americas. Its cultural influences have crossed its border from time immemorial and reached far off lands. It acts as a bridge head between developed and developing countries of the world and between the East and the West. India's strength lies in its geography as much as in its culture. Since the opening of the Suez Canal in 1869, distance between India and Europe has been reduced by 7000 kms. India enjoys a favourable ocean routes from East and South-East Asia and Australia to Africa and Europe pass through Indian Ocean. India is connected with the Cape of Good Hope and the Suez Canal. India can also reach Canada and the USA through the Strait of Malacca after crossing the Pacific Ocean.

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