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# HINDU



## EDITORIAL

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**11:00 AM | BY - PRESHIKA MA'AM**



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## Important words used in editorial

**Prosperity** : **Affluence, success, wealth, welfare, fortune**

**Dominance** : **Supremacy, command, authority, control, preeminence**

**Piracy** : **Robbery, looting, hijacking**

**Strategic** : **Tactical, calculated, planned, crucial, pivotal**

**Consequential** : Significant, important, momentous, influential,

Substantial

**Sanction** : Penalty, restriction, embargo, punishment,

prohibition *bun*

Leverage : Exploit, utilize, capitalize, manipulate, maximize

Expose : Reveal, disclose, uncover, unmask, display

**Disruption** : **Disturbance, interruption, turmoil, stoppage, chaos**

**Impose** : **Inflict, enforce, levy, dictate, mandate**

**Transit** : **Passage, movement, transport, crossing, carriage**

**Credible** : **Reliable, believable, trustworthy, plausible,  
dependable**

**Contingency** : **Alternative, emergency, possibility, backup, plan**

**Cavern** : **Cave, cavity, pit, chamber, hollow**

**Pursue** : **Follow, chase, seek, attempt, prosecute**

**Strengthen** : **Reinforce, fortify, bolster, consolidate, invigorate**

## Important idioms and phrases used in the editorial

**Cast a shadow** : **To spoil or darken a situation or event**

**Inflict on** : **To cause something unpleasant to be suffered by someone.**

**Rise to power** : **To achieve a position of significant influence or control**

Changed reality: On India and the Strait of Hormuz India must reduce its dependence on the Strait of Hormuz Nations rise to power on the strength of their economies and, by extension, trade. Historically, countries such as the United Kingdom, Japan, the United States and China have combined economic prosperity with maritime dominance. India's weak shipping sector reflects its geopolitical position.

Yet, its seafarers generate billions of dollars in foreign exchange while facing risks from piracy and geopolitical tensions. The recent conflict with Iran showed that control of strategic waterways can be as consequential as economic sanctions. By leveraging the Strait of Hormuz, Iran exposed a critical vulnerability in the global economy. Disruptions to energy flows imposed costs far beyond the battlefield and the economic consequences appear to have played a significant role in shaping the U.S. response.

From a shipping perspective and its Hormuz stakes, Iran may have secured strategic gains despite the heavy damage inflicted on it by Israeli and U.S. Even as the attacks on Lebanon cast a shadow over the peace deal, Iran has announced that the Persian Gulf Strait Authority it set up during the war will be the sole authority that will handle Strait of Hormuz transits. The memorandum of understanding envisages lifting sanctions on Iran and on ships serving Iranian trade. It also mandates Iranian talks with Oman and other Gulf states on maritime administration in the Strait of Hormuz. Previously, vessels transiting the Strait neither paid tolls nor reported to Iran or Oman. Whether or not the new framework results in transit fees is less important than the reality: that shipping companies must now account for Iran as a decisive stakeholder in the Strait of Hormuz. For India, the conflict has exposed a major strategic weakness. Despite the Strait of Hormuz being vital to its energy security, the disruption exposed the absence of a credible contingency plan for such eventualities.

India's LPG strategy relies heavily on imports moving through the Strait of Hormuz, supported by a limited fleet of Indian-flagged carriers and a tightly scheduled supply chain with little long-term cavern storage. Similar vulnerabilities affected other fuel supplies too. Many countries are now reassessing their dependence on the Strait of Hormuz. The United Arab Emirates is pursuing a "zero Hormuz dependency" strategy by strengthening alternative infrastructure and routes.

India must draw lessons from the crisis. Diversifying supply chains, investing in alternative maritime and land corridors, and strengthening strategic partnerships should become priorities. Projects such as Chabahar offered precisely such an opportunity but India gave up on it. For India, reducing dependence on the Strait of Hormuz is no longer just an economic goal; it is a strategic necessity.

**1. Which of the following best captures the central argument of the passage?**

- (a) India ~~should~~ increase its naval presence in the Persian ~~Gulf~~ to counter Iran's influence.
- ☒ (b) India's overreliance on the Strait of Hormuz poses a strategic risk that requires diversification of supply routes.
- (c) ~~Economic sanctions~~ are more effective than ~~military action~~ in resolving geopolitical conflicts.
- (d) Iran's ~~control over~~ the Strait of Hormuz is legally ~~recognized by~~ all Gulf nations.

2. According to the passage, the recent conflict involving Iran demonstrated that:

- (a) Military victories are more important than economic considerations.
- (b) Shipping companies can operate independently of geopolitical developments.
- (c) Control over strategic waterways can have far-reaching economic and political consequences.
- (d) Energy security is no longer a major concern for importing nations.

**3. Which of the following can be inferred from the passage?**

- (a) India possesses ~~adequate~~ strategic reserves to withstand ~~prolonged~~ disruptions in the Strait of Hormuz.
- ☒ (b) The Chabahar project could have reduced India's dependence on the Strait of Hormuz.
- (c) The UAE ~~remains entirely~~ dependent on the Strait of Hormuz for its energy exports.
- (d) ~~Iran's authority over the~~ Strait of Hormuz has ~~eliminated all regional tensions~~.

4. The author's tone in the passage can best be described as:

- (a) ~~Celebratory and optimistic~~
- (b) ~~Neutral and descriptive~~
- ☒ (c) Critical and cautionary
- (d) ~~Sarcastic and dismissive~~

**5. Which of the following statements is NOT supported by the passage?**

- (a) Indian seafarers contribute significantly to foreign exchange earnings.
- (b) Shipping firms may now need to consider Iran as a key stakeholder in Hormuz transit operations.
- (c) India has already implemented a comprehensive contingency plan for disruptions in the Strait of Hormuz.
- (d) Several countries are reassessing their reliance on the Strait of Hormuz.

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