



GCSE

150/06

**ENGLISH
HIGHER TIER
PAPER 2**

P.M. WEDNESDAY, 18 May 2011

2 hours

ADDITIONAL MATERIALS

A 12 page answer book.

Resource Material for use with Section A.

INSTRUCTIONS TO CANDIDATES

Use black ink or black ball-point pen.

Answer **all** questions in Sections A and B.

Write your answers in the separate answer book provided.

You are advised to spend your time as follows:

Section A – about 50 minutes

Section B

Q. B1 – about 35 minutes

Q. B2 – about 35 minutes

INFORMATION FOR CANDIDATES

Section A (Reading): 40 marks

Section B (Writing): 40 marks

The number of marks is given in brackets at the end of each question or part-question.

SECTION A: 40 marks

Answer **all** the following questions.

The Resource Material for use with Section A is an article by Mark Hodson.

In the passage on the opposite page, Max Hastings addresses the issue of 'binge flying' and its effect on the climate.

Look at the passage by Max Hastings on the opposite page.

A1. (a) Look at the first four paragraphs of the passage.

What arguments does Max Hastings put forward in favour of flying? [5]

(b) Now look at the rest of the passage.

According to Max Hastings, why is it difficult to change our behaviour when it comes to flying? [5]

Now look at the article 'When It's Good To Fly' by Mark Hodson in the separate Resource Material.

A2. Explain carefully why, according to Mark Hodson, Porini Camp and Grootbos can be 'a great force for good'. [10]

A3. How does Mark Hodson try to persuade his readers that Shinta Mani and Zeavola are worthwhile places to visit?

Think about:

- what he says;
- how he says it. [10]

To answer this question you will need to refer to both texts.

A4. Compare what these texts say about the effects of flying and tourism.

You should organise your answer using the following headings:

- the effects of flying and tourism on the **environment**;
- the effects of flying and tourism on the **people of poor countries**. [10]

Addressing binge flying is vital for the climate

Almost all of us are hypocrites about climate change. We know that it is real, and desperately serious. Yet, we are in a shocking muddle about how to relate our personal behaviour to the phenomenon.

For those who inhabit the developed world, opportunities for travel represent the most significant new personal freedom of the past half-century. Even as recently as the 1960s, hitch-hiking to Greece or Turkey was a big deal for the adventurous young middle class. South America and Australia were almost off the map. Today, it is possible to fly cheaply almost anywhere, and we all do. Every arriving jet at Nairobi or Buenos Aires disgorges crowds of tourists, and short breaks, which mean intensive plane use, are booming.

Common sense tells us that all this is environmentally disastrous. Yet common sense also tells us that tourism is doing great things for the economies and people of poor countries all over the world. Carbon emissions soar as a result of flying flowers and vegetables to Europe and America from Africa and Mexico. Yet if that traffic stopped, millions of needy people in the grower's trade would suffer.

All this leaves many of us confused. Relatively speaking, the travel boom has hardly started. In the decades ahead many more millions will possess the means and the desire to fly further and more often. The Chinese, for example, have only just begun to discover the joys of holidaying abroad. Suggesting to people who live in the third world that they should not travel is like the modern, Western enthusiasm for saving Africa's great animals after slaughtering them for two centuries.

Even in the West, it is not popular for any government to try to reduce the passion for flying. Flying could be made more expensive, but it does not sound good if the poor cannot travel while the rich stay airborne.

The obvious way forward would be to tax aviation fuel and end the ridiculous situation where flying is cheap but driving a car is expensive. However, it is almost impossible to reach an international agreement which would stick, or persuade people to pay more to fly.

The bad news for the environment is that it is impossible to believe that the global travel boom will stop. Whatever is done in Britain, or other Western countries, many other nations that have only just begun to experience prosperity have no intention of depriving their citizens of its privileges.

However, that is no reason for us to do nothing. Indeed, it would be irresponsible not to do anything. We must impose some discipline on our own travel, refusing to give in to 'binge flying'. However, only a minority of people, the same kind who buy organic products, are likely to listen. Most of us change our habits only when we are made to do so. We will fly less only when it hurts our pockets too much to fly more, but that will not be easy to enforce.

Max Hastings (*Guardian News and Media Ltd. 2007*)

SECTION B: 40 marks

Answer Question B1 and Question B2.

In this section you will be assessed for your writing skills, including the presentation of your work. Take special care with handwriting, spelling, punctuation and layout.

Think about the purpose and audience for your writing.

A guide to the amount you should write is given with each question.

B1. Many people think that we should take holidays in Britain rather than travel abroad.

Write a letter to a newspaper giving your views on this issue. [20]

The quality of your writing is more important than its length. You should write about one to two pages in your answer book.

B2. Write a lively article for your school or college magazine with the title: ‘How To Survive Your GCSE Year’. [20]

The quality of your writing is more important than its length. You should write about one to two pages in your answer book.