



ADVANCED
General Certificate of Education
2009

Geography

Assessment Unit A2 2

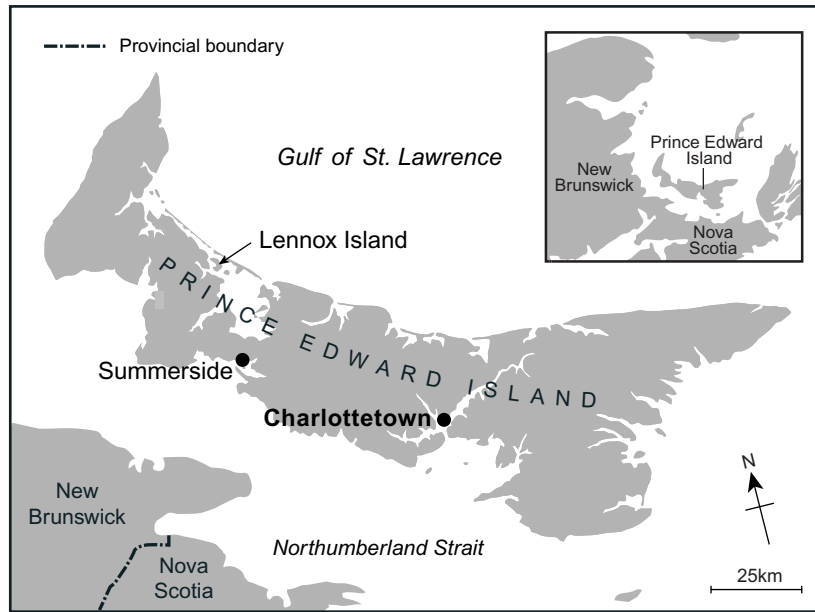
assessing

Module 5: Processes and Issues in Human Geography

[A2G21]

TUESDAY 19 MAY, AFTERNOON

RESOURCE BOOKLET

RESOURCE 1A**PRINCE EDWARD ISLAND****RESOURCE 1B****EUROPEAN MIGRATION TO PRINCE EDWARD ISLAND**

Prince Edward Island is the smallest Canadian province with 136 000 people in 2006. In the early years of European penetration into Canada it was contested by Britain and France, with the British winning control in 1763. A survey from 1764–66 divided the island into 67 “lots”, which were then distributed by lottery to landowners who became responsible for settling the areas they won. Most migrants were from Britain and Ireland and the island became mainly farmland, with a network of small settlements and two cities, Summerside and the capital, Charlottetown. This pattern remains today and rural roads still tend to follow lot boundaries. There has been little in-migration to Prince Edward Island since the mid-19th century.

The island was inhabited prior to European settlement by a few thousand Mi’kmaq Indians (tribes are called First Nations in Canada), who were pushed from their lands to four “reserves”. The largest is Lennox Island (population 252 in 2006) where an inscription on a memorial states: “By the 1760s the British had allocated all lands on Prince Edward Island to their gentry, thus completely excluding the Mi’kmaq from their homeland. Lennox Island was eventually purchased by the Aborigines Protection Society of London for the Mi’kmaq of Prince Edward Island. A permanent Mi’kmaq settlement has existed on Lennox Island since the 1800s”.

Source: The Chief Examiner

RESOURCE 1C

LENNOX ISLAND MI'KMAQ RESERVE



1. Mi'kmaq pow-wow (a traditional gathering)



2. Lobster fishing from Lennox Island



3. Ecotourism complex run by
“Lennox Island Aboriginal Ecotourism”



4. Lennox Island school

Source: The Chief Examiner

RESOURCE 2A**“WOMEN: MORE THAN MOTHERS”**

Twenty years ago, the Safe Motherhood Initiative was launched by the World Health Organisation and others to help reduce the severe global burden of pregnancy-related illness and death. Sadly, today, most of that burden remains unchanged. Over 300 million women in the developing world suffer from illness brought about by pregnancy and childbirth; nearly 536 000 die each year. Additionally, newborn babies whose mothers die in childbirth are between three and ten times more likely to die within two years than those whose mothers survive. It is disappointing that little progress has been made to halt these largely preventable deaths. New estimates of maternal mortality for 2005 and regional mortality trends since 1990 show that most deaths occur in sub-Saharan Africa and Asia, with very little improvement in sub-Saharan Africa in the past 15 years. Links between maternal health, women’s status, and broader development support the notion that investing in women and their health pays off for governments as well as families and a flurry of new initiatives, together with huge sums of money, suggest that a momentum is building to tackle maternal and child health. This is a crucial moment to redress an appalling historical neglect. There can be no more excuses and no further delay. Women’s rights are worth fighting for; their lives can and must be saved.

Adapted from © The Lancet, Volume 370, Issue 9595, Page 1283, "Women: more than mothers" The Lancet, copyright, 13 October 2007, with permission from Elsevier

RESOURCE 2B**MATERNAL MORTALITY RATIOS**

Place	Maternal deaths per 100 000 live births	
	1990	2005
All MEDCs	11	9
Commonwealth of Independent States (former Soviet Union)	58	51
LEDCs:		
North Africa	246	157
Sub-Saharan Africa	921	905
Asia	410	329
Latin America & the Caribbean	179	132
Oceania (excluding Australia and New Zealand)	548	427
Overall mean	425	402

Source: data from K. Hill et al "Estimates of maternal mortality worldwide between 1990 and 2005: an assessment of available data", The Lancet, 370, Issue 9595, 13–19 October 2007, pp. 1311–19

RESOURCE 3A

ETHNIC CONFLICT IN EAST TIMOR

The island of Timor in the Indian Ocean has had a troubled past. The European powers subdivided it into Dutch-controlled West Timor and Portuguese East Timor. The Dutch withdrew from West Timor in 1949 and Indonesia took control. When the Portuguese left East Timor in 1975 Indonesia invaded and forcibly established control of all Timor. Twenty-five years of bitter struggle followed in East Timor between the Indonesian Army and guerrilla groups fighting for independence. As many as 100 000 East Timorese are thought to have died in this conflict. The international community was accused of ignoring, or actively supporting, the occupation by supplying weapons to Indonesia. Indonesia finally agreed in 1999 to let the East Timorese choose between independence and local autonomy. Militia loyal to Indonesia, apparently assisted by the military, tried in vain to use terror to discourage a vote for independence.

When the referendum showed overwhelming support for independence, the militia went on the rampage, murdering hundreds and reducing towns to ruins. An international peacekeeping force halted the mayhem and paved the way for a United Nations mission which helped East Timor back onto its feet. The rebuilding of East Timor has been one of the UN's biggest success stories. The UN Mission of Support in East Timor, Unmiset, ended in May 2005. As one of Asia's poorest nations, East Timor will rely on outside help for many years. The infrastructure is poor and the country is drought-prone. However, recently discovered vast offshore oil and gas fields in the Timor Sea hold much potential. East Timor and Australia have recently agreed to share revenues from the reserves. As part of the deal, a decision on the disputed maritime border between East Timor and Australia has been postponed.

Adapted from an article: Country profile: East Timor, 4 April 2009 © from BBC News at bbc.co.uk/news

RESOURCE 3B

LOCATION MAP OF TIMOR SHOWING POLITICAL DIVISIONS AND INDONESIA



RESOURCE 4A

SWISS ROW OVER BLACK SHEEP POSTER

A political row has broken out in Switzerland over a campaign poster from the right-wing Swiss People's Party (SVP), aimed at deporting foreigners – residents without Swiss citizenship – who commit crimes. The poster, which shows three white sheep kicking a black sheep against a backdrop of the Swiss flag, can be seen all over the country ahead of general elections at the end of October [2007]. Immigrant groups in Switzerland, left-wing parties and the United Nations complained that the poster was blatantly racist.

The Swiss People's Party, currently the largest in parliament and leading in the opinion polls, is pushing for a new law which would authorise the expulsion of foreign families, should any family member be found guilty of violent crime, drugs offences or benefit fraud. Over 20% of Switzerland's population is foreign. Most have been in the country for many years, and around a third of them were born in Switzerland. Swiss citizenship remains very difficult to come by, and being born in the country does not give the children, or even grandchildren, of immigrants the right to be Swiss. The Swiss People's Party claims that foreigners commit more crimes than the Swiss, and says this justifies deporting them and their families. In fact, crime statistics are not at all clear, partly because not all Swiss regions count crime in the same way. A recent study by the Federal Department for Foreigners found that while, at first glance, foreigners appear to be committing more crime than the Swiss, foreigners, especially young men, are also more likely to be charged – whereas young Swiss may be let off with a caution for the same offence. The study also found that young foreigners living in Switzerland were more likely to be unemployed and living in socially deprived neighbourhoods, than the Swiss.

The Swiss People's Party is used to criticism of its tactics, but this time there are signs it may have gone too far. And across the country, hundreds of the black sheep posters have been defaced, many with a single word – “Shame”.

Adapted from an article: Swiss row over black sheep poster by Imogen Foulks, 6 September 2007, © from BBC News at bbc.co.uk/news

RESOURCE 4B

BLACK SHEEP POSTER



Footnote: The caption translates as “For greater security”

Source: remarksandculture.cafebabel.com

RESOURCE 5A

NEW SETTLEMENT IN STIRLING

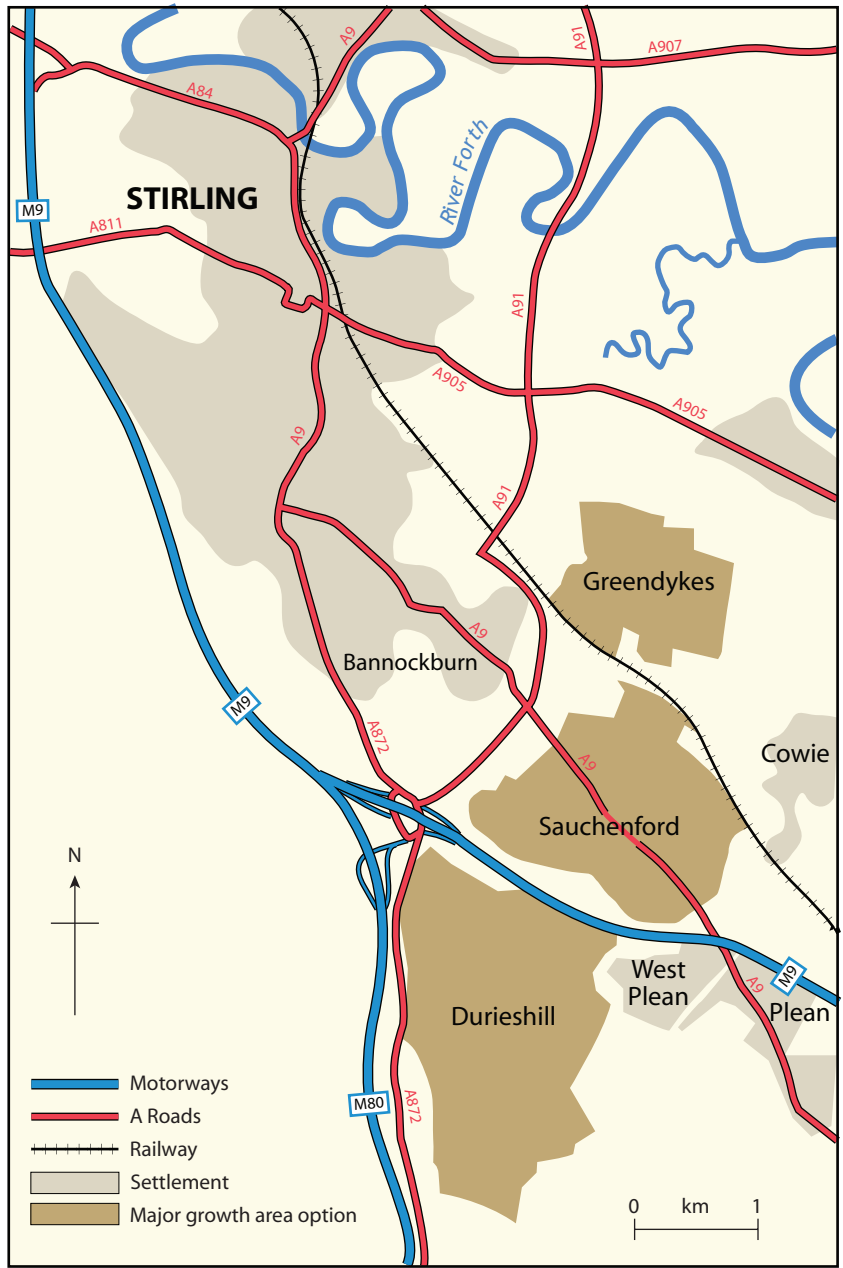
Stirling is an historic city in central Scotland. Its 2002 structure plan identified a need for several thousand new houses, most of which would have to be built outside the town. It was decided to concentrate most of the building in one new settlement in preference to a strategy of dispersal among existing villages (expanded settlements). Three locations were shortlisted: Durieshill, Sauchenford and Greendykes. Consultants were appointed to advise on the best option, taking into account accessibility and transport; environment and energy efficiency; community and social justice and infrastructure constraints. Their calculations indicated that Greendykes was clearly the best choice followed by Sauchenford and then Durieshill. Durieshill came last in terms of sustainable transport, being separated from Stirling by a major road and lacking a rail link; it was also the third choice in the public consultation.

However, due to an expansion of the green belt to include Greendykes, this village could not be selected for the new housing. Growth in Sauchenford, it was felt, would affect Bannockburn with increased traffic and the risk of the two settlements merging to create urban sprawl. Durieshill was the only location that the council felt completely addressed urban sprawl and did not impact on the landscape setting of Stirling, so a plan was announced for 2500 houses and associated facilities to be built on a 250 hectare site from 2004–16. The decision drew protests from groups unwilling to accept the rejection of Greendykes which had been the consultants' and the public's preferred option. Some called for the new settlement option to be replaced by expanded settlements instead and there were accusations that the city of Stirling wanted the growth to be "out of sight". The authorities in Stirling stated that they would not be doing this "if we did not have to meet the [Scottish] Executive's demand for more housing". Legal challenges to the Durieshill scheme have been mounted.

Source: adapted from M. Pacione (2005) "Planning urban growth in Scotland: the new settlement option", Scottish Association of Geography Teachers [SAGT] Journal, 34, pp. 84–99.

RESOURCE 5B

MAP OF STIRLING



Source: redrawn from M. Pacione (2005) "Planning urban growth in Scotland: the new settlement option", Scottish Association of Geography Teachers [SAGT] Journal, 34, pp. 84-99

RESOURCE 6A

TRAFFIC MANAGEMENT STRATEGY IN DURHAM



The historic centre of Durham, where a £2 charging zone was introduced in 2002 and by 2003 traffic levels within the zone had fallen from 2,000 to 200 vehicles per day.

Source: The Chief Examiner

RESOURCE 6B

TRAFFIC MANAGEMENT STRATEGY IN LONDON

- The congestion charge is a £5 daily charge [since increased to £8] for driving or parking a vehicle on public roads within the central London congestion charging zone between 7.00 am and 6.30 pm Monday to Friday excluding weekends and public holidays.
- Some vehicles and users are exempt from the congestion charge or are eligible for a discount.
- The central London congestion charge was introduced to help reduce traffic congestion in the heart of the capital where it was at its worst.
- By law, for the first ten years of its operation, all the net revenue from congestion charging has to be spent on improving transport in London.
- Travelling in central London by public transport is often a more efficient way to get around. Underground trains run from early morning until late at night. River buses operate on that section of the Thames within the charging zone. And there are now more buses than ever before.

Source: adapted from a leaflet produced by the Mayor of London and Transport for London, Your guide to the central London congestion charge.

RESOURCE 7

TOURIST DEVELOPMENTS ALONG THE MEDITERRANEAN COASTLINE

Today, the Mediterranean is the world's most popular holiday destination. Each year about 220 million holidaymakers – mostly from North European cities – flock to its coasts. By 2020, they are projected to reach 350 million people – the population of the United States. On the Costa del Sol today, there is hardly a break in the coastline development from Malaga to Gibraltar. This urban conurbation is now so big it is being referred to as Spain's second largest city. Buildings also dominate the coastlines of France and Italy and by 2020, it is expected that half of the 46 000 km of Mediterranean coastline will be built upon – with much of the development linked to the tourist sector. Between Spain and Sicily, 75% of sand dune habitats and their biodiversity have been destroyed by tourism-related urbanisation. According to the conservation organisation, WWF, the loss of natural habitats has led to more than 500 plant species in the Mediterranean being threatened with extinction.

The influx of holidaymakers every year also puts a huge strain on resources and creates a vast amount of waste – much of which ends up in the sea. In high season, the production of waste from tourist areas often exceeds the capacity to disperse it. Freshwater supplies are reaching crisis point in some Mediterranean countries, particularly the Spanish and Greek islands where they have little rainfall, small catchment areas and limited storage. Throughout the summer holiday season, demand for freshwater supplies increases just as supply from precipitation is at its lowest. The average Spanish city-dweller uses about 250 litres of water per day, while the average tourist uses nearly twice as much. This is not just for personal use. Hundreds of millions of litres fill swimming pools, which are very often located within just a few metres of the sea. Mediterranean golf courses require irrigation and consume more than 2.3 million litres of water every day. Every year, 5000 hectares – half the size of Paris – is cleared to make way for them.

*Story from BBC NEWS:
<http://news.bbc.co.uk/go/pr/fr/-1/hi/sci/tech/4612895.stm>
Published: 2005/06/06 12:09:40 GMT*

RESOURCE 8

THE END OF BRITAIN'S CAR INDUSTRY?

In April 2005, the Secretary for Trade and Industry announced that car production at MG Rover in Longbridge, Birmingham had been halted with the loss of almost 7000 jobs. Apart from the immediate crisis in the Birmingham area, the closure raised further questions about the rest of the UK's car-making industry.

While MG Rover is the last British-owned mass-producer of cars, there are a number of foreign-owned car factories in the country. Could these vast car plants, which contribute 1.1% to national GDP and, along with component suppliers, employ 237 000 people, be in danger of going the same way as Longbridge? To be economically viable, car-makers need to produce at least 200 000 vehicles a year. Using this measure, only the Japanese car manufacturers are secure. The Japanese companies, which arrived late to manufacturing in the UK in the 1980s, also enjoy the benefits of operating newer and more efficient plants. Toyota and Honda factories are now at record production, while Nissan is close to its maximum. All are making profits. The pressures on British companies have already resulted in a number of closures in recent years, including Ford at Dagenham and Vauxhall at Luton. And, since 1999, car production in Britain has fallen by 8.3% to 1.64 million vehicles a year.

The problems surrounding MG Rover aren't confined to the Longbridge plant. The company employed around 6500 people directly, but as many as 50 000 people work in other companies providing components and services for MG.

For the past 10 years, British component firms have faced stiff competition from suppliers who have moved their production to countries such as China and India. Since 1998, the number of people employed in the UK component sector has fallen 16% to 142 000 and only 20 to 25% of the parts in a typical car assembled in Britain come from Britain.

*Source: Adapted from an article published in The Independent April 10 2005 by Melanie Bien
http://news.independent.co.uk/business/analysis_and_features/article917.ece*

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