

ADVANCED
General Certificate of Education
January 2010

Geography
Assessment Unit A2 2
assessing
Module 5: Processes and Issues in Human Geography

[A2G21]

TUESDAY 26 JANUARY, MORNING

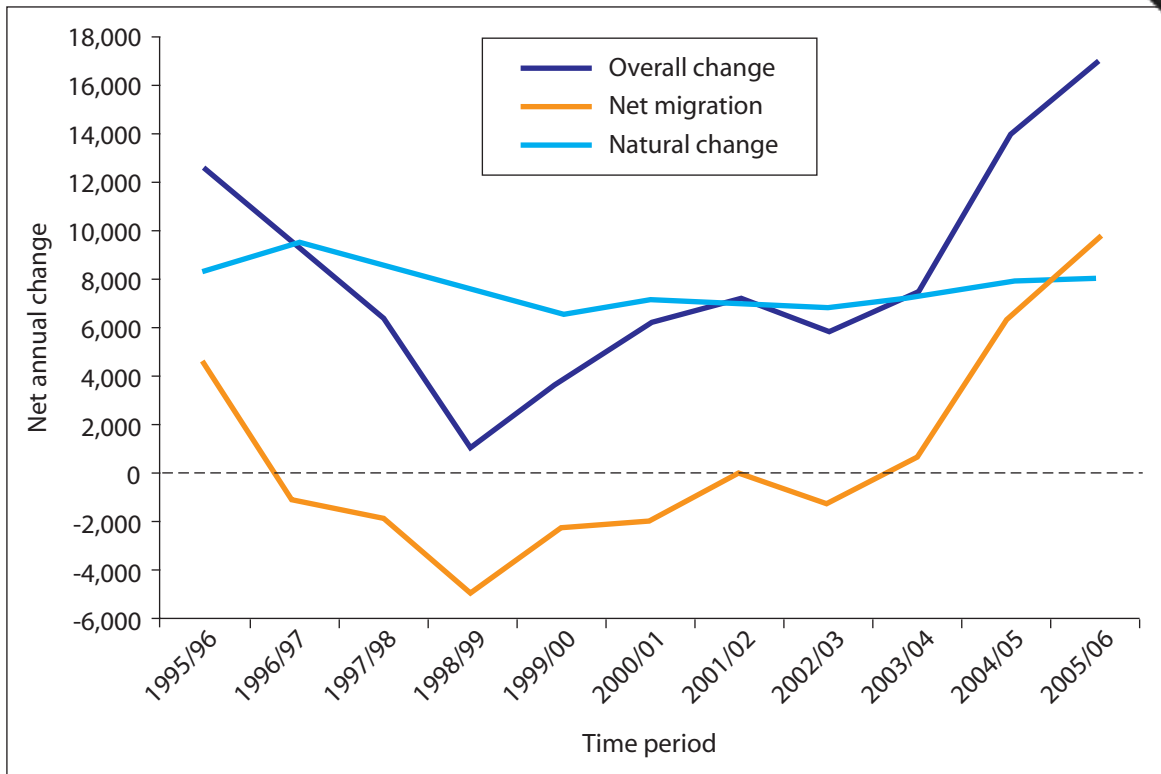
RESOURCE
BOOKLET



A2G21

RESOURCE 1A

COMPONENTS OF POPULATION CHANGE, NORTHERN IRELAND 1995-



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RESOURCE 1B

THE TWO WAVES OF DEMOGRAPHIC TRANSITIONS AND URBANISATION

From 1750 to 1950, Europe and North America experienced the first demographic transition and the first wave of urbanisation. In the past half-century, however, LEDCs have begun to experience the same transition.

A: Mortality has fallen rapidly and dramatically in most regions, achieving in one or two decades what developed countries accomplished in one or two centuries, and the demographic impacts of these mortality changes have been drastically greater.

B: Fertility declines are following quite rapidly in East and South-East Asia and Latin America and more slowly in Africa.

C: Population growth has combined with economic changes to fuel urbanisation. Again, however, the speed and scale of urbanisation today are far greater than in the past. This implies a variety of new problems for cities in poorer countries. They will need to build new urban infrastructure more rapidly than cities during the first wave of urbanisation. In the past, overseas migrations relieved pressure on European cities. Many of those migrants, especially to the Americas, settled in new agricultural lands that fed the new cities. The speed and size of the second wave, when there are few new frontiers to settle, are enhanced by improvements in agricultural, medical and public health technology.

Adapted from: © UNFPA (2007) State of the World Population: Unleashing the Potential of Urban Growth

RESOURCE 2A

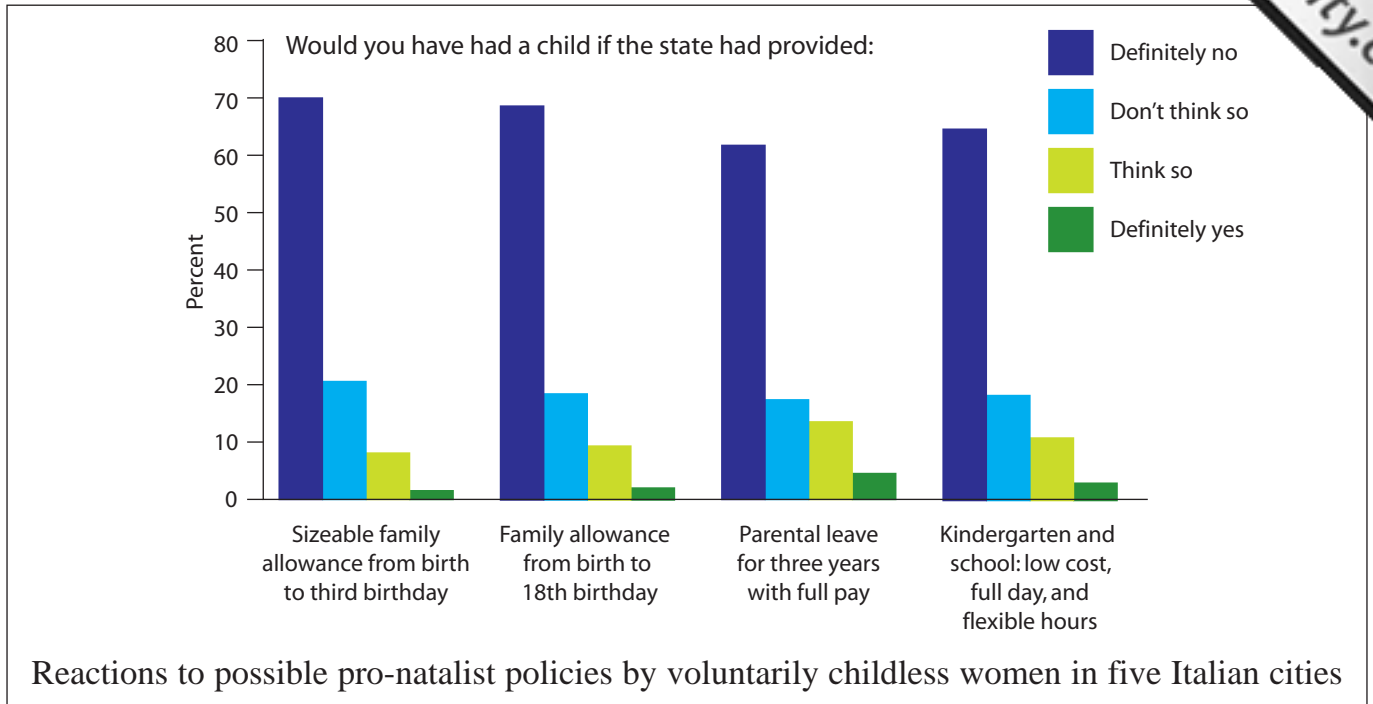
ITALIANS' MOTIVATIONS FOR REMAINING CHILDLESS

Motivation	Percentage of women considering motivation important
Economic constraints	
It was too costly to have a child	16.2
You would have had to sacrifice too many material possessions	30.2
You and your partner would not have had enough time to look after a child properly	35.1
Career-related motivations	
You needed to work to make ends meet and with a child it would have been impossible to continue	21.5
With a child you would have had to make professional sacrifices and your job is important not only economically	27.5
Couple's situation	
The relationship as a couple was not all that strong	34.3
One partner wanted a child, the other did not	31.7
Health/ageing problems	
One partner had serious health problems	4.9
One partner felt the woman was too old to have a child	12.8
The couple had responsibility for elderly relatives	13.2

Adapted from: 'Childless or Childfree? Paths to Voluntary Childlessness in Italy', by M L Tanturri and L Mancarini, Copyright © 2008 Population Development Review, 34 (1), pp.51 – 77. Reproduced with permission of Blackwell Publishing Ltd.

RESOURCE 2B

POTENTIAL PRO-NATALIST POLICIES IN ITALY



Adapted from: 'Childless or Childfree? Paths to Voluntary Childlessness in Italy', by M L Tanturri and L Mancarini, Copyright © 2008 Population Development Review, 34 (1), pp.51 – 77. Reproduced with permission of Blackwell Publishing Ltd.

RESOURCE 3A

UK CITIZENSHIP TESTS

The 45-minute test – covering government, society and practical issues, and costing £34 – came into force in 2005. People seeking to become British take the test at one of 90 centres across the country, before taking part in a formal citizenship ceremony. Potential citizens must achieve the 75% pass mark, but they are allowed to retake it until they pass. People born in Pakistan, India and Somalia make up the majority of applications.

The Home Office said it wanted to create a new, more meaningful, way of becoming a citizen in an effort to help people integrate and share in British values and traditions. The Immigration Minister said: “This is not a test of someone’s ability to be British or a test of his or her Britishness. It is a test of their preparedness to become citizens. It is about looking forward, rather than an assessment of their ability to understand history.” Prospective new citizens already need to demonstrate sufficient working knowledge of English to help them get on.

“*Life in the UK Citizenship Guide*” for prospective new citizens includes information on British history, society, institutions and political systems as well as practical issues key to integration such as employment, healthcare, education and using public services like libraries. This should help reduce the isolation of ethnic minority communities enabling them to access jobs, welfare and health services more readily. Applicants find their route to citizenship and full access to benefits, such as higher education, accelerated if they can prove they are “active” citizens. Such proof would include evidence of charity work, involvement in the wider community and letters from referees. Those who break the law may find it more difficult or impossible to become British.

Adapted from © New UK citizenship starts and British citizenship testing starts http://news.bbc.co.uk/go/pr/fr/-/1/hi/uk_politics/4391710.stm
and http://news.bbc.co.uk/go/pr/fr/-/1/hi/uk_politics/7253933.stm

RESOURCE 3B

SAMPLE QUESTIONS FROM THE UK CITIZENSHIP TEST

- Q1 45% of all ethnic communities live in London
True/ False
- Q2 Whose task is it to interpret the law?
The judiciary
The Government
The Prime Minister
The Queen
- Q3 What are MPs?
- Q4 Where are Geordie, Cockney and Scouse dialects spoken?
- Q5 What is the Church of England and who is its head?

Source: Taken from a sample test published on
<http://www.uktestonline.co.uk>

RESOURCE 4**ETHNIC CONFLICT IN CHAD**

Chad (population 10.1 million), with an annual GNP per capita of US\$ 400, ranks 180th out of 209 countries in terms of wealth, according to The World Bank. This is in spite of having large supplies of gold, uranium and oil. Chad is a largely semi-desert country in central Africa and its population is divided between Arab Muslims in the north and Christian black Africans in the south. Chad was formerly a French colony.

Since gaining independence in 1960, there has been much civil unrest between north and south Chad. The first two presidents, both from southern Chad and supported by France, were deposed as a result of widespread guerilla warfare and replaced by a Libyan-backed president from northern Chad in the late 1970s. Both France and Libya have actively supported the rival groups in Chad, with political power alternating between the rival factions for the last forty years. In that time, Libya invaded and annexed part of northern Chad, France has sent troops to deal with unrest and both countries have given financial and military assistance to their chosen group. Since the late 1980s, the United States have backed France against Libya. Unrest has continued, including a civil war and several unsuccessful peace processes backed by the various interested countries.

More recently, ethnic and political unrest in neighbouring Sudan has impacted on Chad. Sudanese militias have joined with Libyan-sponsored rebels in the on-going civil unrest,



displacing thousands of black African refugees from Sudan's Darfur region into eastern Chad. This situation deteriorated further when Sudanese militias invaded Chad to attack the Darfur refugees. The arrival of a European Union peace-keeping force in 2007 seemed to have prevented further escalation of hostilities between Chad and Sudan, but less than a year later there were signs that the fragile peace would not hold. In May 2008, after renewed violence from both sides, Sudan cut diplomatic relations with Chad. In response, Chad closed its border and cut off all economic ties with Sudan.

Source: The Principal Examiner

RESOURCE 5A

CLEANING UP SYDNEY STEEL



Sydney steelworks, 1988

The Sydney Tar Ponds are a heavily-polluted water body resulting from the former operation of steel-making in the area since 1899. Since the 1980s, there have been discussions about cleaning up the site, which remains easily the most significant project of this type in Canada today. The Tar Ponds and the associated coke ovens are located in the centre of Sydney, an urban community on Cape Breton Island, Nova Scotia, Canada. The community considers these sites to be a blight on the island's world-renowned reputation as a "natural masterpiece".

The on-going cleanup project is closely scrutinised by the public and a lengthy list of stakeholders that includes local health officials and five First Nations [indigenous] communities. Two decades of consultation and stakeholder involvement has provided the Sydney Tar Ponds Agency with a broad insight into effective environmental assessment and management, public reporting, engineering and design, local economic benefits, and First Nations involvement.



Sydney steelworks site being cleared, 2004



Sydney: the former steelworks site and the Tar Ponds, 2007

The Agency is working closely with the Cape Breton Regional Municipality, the Province of Nova Scotia, and the Government of Canada on a redevelopment plan that best utilises the remediated [cleaned up] site and benefits the community when the cleanup is complete.

Source: Adapted from Sydney Tar Ponds Agency, <http://www.tarpondscleanup.ca> (accessed 22 June 2008)

Photographs: Chief Examiner

RESOURCE 5B**METRO: BUDAPEST, HUNGARY**

The metro (underground railway) in Budapest. This is Line 1 built in 1896 which runs just under the city's central main street, Andrássy Út, and is the second oldest in the world. It is a World Heritage Site. Budapest has four metro lines.

**RESOURCE 5C****TRAMS: VIENNA, AUSTRIA**

A tram in Vienna outside the central railway station. Trams have operated in the city since the 19th century and an extensive network of radial routes fan out from the city centre. During the day trams run every 4–8 minutes.

**RESOURCE 5D****MONORAIL: SYDNEY, AUSTRALIA**

The Sydney Monorail opened in 1998 and runs in and around the city centre. It is heavily used by tourists but also takes commuters from two residential areas into the city centre. About 4 million passenger trips take place each year. Sydney also has trams and a light rail system operating within the city.



Photographs: Chief Examiner

RESOURCE 6A

PEDESTRIANISATION IN TRAFALGAR SQUARE



Photograph: Chief Examiner

The National Gallery on the north side of Trafalgar Square in central London. In 2003 the road in front of the Gallery was replaced by the pedestrianised area shown.

RESOURCE 6B

PUBLIC TRANSPORT IN DAR ES SALAAM

Dar es Salaam is the largest city in Tanzania with a population of about 2.5 million. The problems of public transportation in Dar es Salaam are due to:

- a lack of an administrative system to formulate and implement a coordinated strategy for public transport;
- the absence of adequate traffic management principles and policies;
- poor technology in testing the roadworthiness of vehicles;
- inadequate enforcement of traffic regulations; and
- the application of an outdated legal and administrative framework in traffic management.

To address its increasingly chronic transportation problems, Dar es Salaam City Council has recently initiated an integrated transport programme – Bus Rapid Transit (BRT). The programme will introduce high-capacity buses and integrate transport networks. When in place, the integrated transport system will:

- improve bus speeds and reduce bus operating costs by getting buses out of traffic congestion and ending conflicts with bicycles, pedestrians and private cars;
- improve the quality of service by providing some modern buses and bus stops;
- reduce pedestrian and bicycle fatalities by ending the dangerous competition for road space and providing improved facilities for non-motorised travel.

The implementation of the BRT may well have negative impacts, such as demolitions, widening of earmarked BRT roads, displacement of people, and the construction of flyovers, which will do little for environmental conditions.

Source: Adapted from C.J. Sawio, (2008) 'Perception and conceptualisation of urban environmental change: Dar es Salaam City', Geographical Journal, 174.2, pp. 164-168.

RESOURCE 7

INTERNATIONAL TOURIST ARRIVALS (millions) 1950–2005

	Africa	Americas	Asia and Pacific	Europe	Middle East	World Total
1950	0.5	7.5	0.2	16.8	0.2	25.2
1960	0.8	16.7	0.9	50.4	0.6	69.4
1970	2.4	42.3	6.2	113.0	1.9	165.8
1980	7.2	62.3	23.0	178.5	7.1	278.1
1990	15.2	92.8	56.2	265.6	9.6	439.4
2000	28.3	128.1	110.5	395.9	24.5	687.3
2005	37.3	133.5	155.4	441.5	39.0	806.7

Adapted from International Tourist Arrivals, Tourism Market Trends, 2006 Edition – Annex © UNWTO, 9284401310

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(Resources continue overleaf)

RESOURCE 8A

FORMER INDUSTRIAL LAND ADJACENT TO HARLAND AND WOLFF SHIPYARD IN BELFAST



Source: Principal Examiner

RESOURCE 8B

COMPUTER SOFTWARE CENTRE IN TITANIC QUARTER



Source: Principal Examiner

RESOURCE 8C

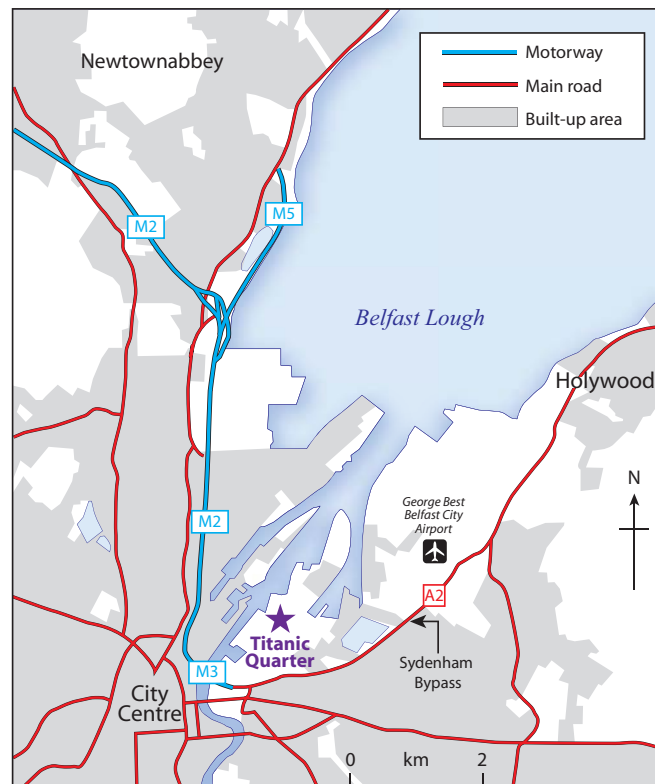
NEW HOTEL AND APARTMENT COMPLEX UNDER CONSTRUCTION IN TITANIC QUARTER



Source: Principal Examiner

RESOURCE 8D

TITANIC QUARTER



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