

Geography C (Bristol Project)

General Certificate of Secondary Education GCSE 1988

Entry Level Certificate ELC 3988

Reports on the Units

January 2008

1988/3988/MS/R/08J

OCR (Oxford, Cambridge and RSA Examinations) is a unitary awarding body, established by the University of Cambridge Local Examinations Syndicate and the RSA Examinations Board in January 1998. OCR provides a full range of GCSE, A level, GNVQ, Key Skills and other qualifications for schools and colleges in the United Kingdom, including those previously provided by MEG and OCEAC. It is also responsible for developing new syllabuses to meet national requirements and the needs of students and teachers.

This mark scheme is published as an aid to teachers and students, to indicate the requirements of the examination. It shows the basis on which marks were awarded by Examiners. It does not indicate the details of the discussions which took place at an Examiners' meeting before marking commenced.

All Examiners are instructed that alternative correct answers and unexpected approaches in candidates' scripts must be given marks that fairly reflect the relevant knowledge and skills demonstrated.

Mark schemes should be read in conjunction with the published question papers and the Report on the Examination.

OCR will not enter into any discussion or correspondence in connection with this mark scheme.

© OCR 2008

Any enquiries about publications should be addressed to:

OCR Publications
PO Box 5050
Annesley
NOTTINGHAM
NG15 0DL

Telephone: 0870 770 6622
Facsimile: 01223 552610
E-mail: publications@ocr.org.uk

CONTENTS

General Certificate of Secondary Education Geography C (1988)

Entry Level Certificate Geography C (3988)

REPORT ON THE UNITS

Unit/Content	Page
GCSE Geography C 1988	
Chief Examiner's Report	1
2401/01 Decision Making Exercise (Foundation)	2
2401/02 Decision Making Exercise (Higher)	8
2404 Internal Assessment	13
Entry Level Certificate Geography C 3988	
2421 Internal Assessment	14
2422 Oral Based upon Decision Making Exercise	15
Grade Thresholds (1988)	16
Grade Thresholds (3988)	17

Chief Examiner's Report

General Comments

January continues to be an important part of the staged assessment for the Bristol Project Geography GCSE with nearly 18,000 entries for the DME and 6,000 Coursework entries. Hopefully, this makes the publication of results in March a beneficial motivating force as candidates and Centres finalise their preparation for the Terminal Examinations in June.

The issue of 'Expansion of Airports – Preparing for Take-off' was well-received and appears to have been an accessible topic, with both papers differentiating well. Hopefully, this makes this early examination experience for the candidates a positive one. Certainly, the imminent opening of Terminal 5 at Heathrow and increasing concern over carbon footprints made it topical and one with which I hope that our students could identify.

With the Terminal Examination so close, it is worthwhile emphasising the importance of command words once more. On the Higher paper, an appreciable number of candidates overlooked the requirement to explain, as well as describe and identify, in Questions 1 and 2 respectively and thus did not access what were intended as relatively easily accessed marks. The use of the term sustainability also varies in how well it is explained.

You are reminded that the 2009 DMEs will focus on 'City Centres – Vibrant Hub or Dead Heart?' and 'Countryside in Crisis?' in the two examining sessions. As usual, your Year 10s are already entitled to know the titles.

The Internal Assessment continues to reflect the fact that the entry is well-advised by some very experienced and enterprising teachers. Most are marking the work holistically and without need for adjustment. The administration is good and the moderators are appreciative of those who submit early in December. There are some welcome new and innovative ideas appearing and it has been noticeable how some Physical Geography topics have particularly improved. Overall, the ICT skills displayed are excellent.

As ever though, a significant number of candidates (and Centres?) still feel that the route to high marks for both the DME and Internal Assessment is to write a lot. I therefore do not apologise for repeating my previous requests, at INSET and in these reports, for leaner, concise and relevant answers. The best answers are succinct and to the point - so once again please emphasise:

QUALITY NOT QUANTITY!

2401/01 **Decision Making Exercise (Foundation)**

General Comments

All the Examiners reported that the examination paper was fair and appropriate for the ability range. Several Examiners commented on variation between Centres. Some Centres had used the Resource Booklet to produce learning experiences that gave candidates the opportunity to extend their understanding of the issues, for instance those associated with the airbus. Such candidates were able to develop their answers using material from the Resource Booklet and their own knowledge. Candidates in other Centres appeared to have little knowledge of their own to support their answers, some resorting to copying passages from the Resource Booklet.

Candidates need to learn how to use information to support their own ideas; this point will be developed below in the report on the individual questions. Most candidates appeared to find the examination a positive experience. The candidates who achieved marks in single figures may have found the Entry Level Oral DME a more rewarding experience.

Nearly all candidates completed the paper and used their time effectively. More use than usual was made of the additional pages, usually for answering Q7, but sometimes for expanding answers to earlier questions in preference to writing in the space at the bottom of the relevant page. Most of the responses on the extra pages were well organised.

Centres are once more reminded of the importance of preparing candidates for the examination before the three week pre-release teaching period, by relating their teaching of sustainability issues to the relevant DME topic. Also by ensuring that candidates have access to background information to help them understand the concept. The DME is designed to provide candidates at all levels with opportunities to proceed through three stages of investigating issues related to sustainable development. The DME assesses and rewards the candidates' ability to apply the ideas which underlie parts (a) and (b) of Theme 5 (Sustainable Development) in a particular situation. Candidates need to understand that much development is not sustainable and cannot continue in its present form without harmful consequences in the future, both to people and to the environment. They should have a basic understanding of the concept and be prepared to apply the concept, unlike one candidate who, on the lines for the answer to Question 6, wrote:

‘Sorry I have forgotten what sustainable means’.

Comments on Individual Questions

- 1 (a) Almost all candidates could identify the trend as increasing, but many were not able to gain the second mark for qualifying their answer. Candidates should be encouraged to read data from graphs accurately, or if they are not being accurate to say so in their answer, rather than give the impression that they cannot read figures from a graph.

An exemplar answer

The growth is increasing. By 2040 the estimated number of passengers is almost 4,000 million, an increase of 3,000 million since 2000.

- (b) Although considered too easy by some Examiners not all candidates gave the correct answers, Heathrow and Gatwick. Robin Hood, Birmingham, Exeter and Teesside were also suggested.
- (c) Candidates had to account for the rapid growth in their answers. They needed to appreciate that air transport has been used for years. Answers therefore needed to give reasons for the increased use of flights. There was a wide range of answers, which included more food imports, more use by business, more holidays and cheaper flights.

An exemplar answer

Reason 1 Cheaper flights are available from budget airlines so more people are able to fly abroad for holidays.

Reason 2 More produce is being imported from abroad like blueberries from Argentina and Kiwi fruit from New Zealand. It is flown in quickly using fast airplanes so it arrives fresh.

- 2 (a) Full credit could be gained by recognising that numbers were increasing and citing any two of the elements in the tables showing the increase. Many did not make wide use of the tables and restricted their response to using the total column in table (a).
- (b) The best candidates understood that a combination of factors, such as traffic delays, expensive train fares and cheaper flights could conspire to encourage more people to travel by air. A number of candidates did not read the question accurately and missed the 'within the UK' phrase in spite of the bold print and considered holidays and travel abroad. Some answers were very general eg air travel was frequently assumed to be faster and cheaper than other forms of transport with no reference to actual distances involved or awareness of cheap deals available on trains or coaches.

An exemplar answer

Reason 1 People travelling for business travel often travel by air as it is a fast and convenient form of transport, especially if they want to get into central London from a different part of the UK such as Scotland or Manchester.

Reason 2 It is often cheaper for people to fly than take a long train journey with an expensive rail fare. for instance travelling from Inverness to the south of England.

- 3 This question was answered competently with most candidates gaining two or three marks in (a) and (b), although some missed the significance of worldwide. In (a) most candidates targeted the passengers. These were seen to derive benefit, for instance, from a greater frequency of holidays, an ability to visit friends or family abroad more easily, or simply to go on holidays abroad because foreign holidays were now within their price range. The facility of Internet booking was also well understood. Equally valid were those answers which looked more broadly; increased customers for travel agencies, more airport taxes for a government, more transport/tourism jobs.

An exemplar answer

Advantage 1 It is easier for families to go on holiday abroad because there are package deals with low flight prices.

Advantage 2 Businesses at the airports make more money and there may be more jobs as a result.

When considering the disadvantages in (b) many chose 'pollution' but did not specify the type. Overcrowding was an issue grasped by candidates who had been impressed by the A380 (Airbus) shown in Resource 4 with its cheaper seats squeezed ten to a row.

Sadly this question triggered negative comments about immigration levels in particular, and foreigners in general. Of the Examiners who noted this, several claimed that intolerant attitudes were also expressed in the June 2007 terminal examination. There was a feeling that perhaps this report could indicate to teachers that there is still need to challenge such attitudes.

An exemplar answer

Disadvantage 1 Planes create carbon emissions; this causes greenhouse effects which lead to global warming.

Disadvantage 1 More flights will lead to airport expansion creating more noise and road congestion for people living nearby.

- 4 Most candidates were able to identify relevant stakeholders and so access the higher levels in each section, but often did not develop their answer enough to score full marks.

In (a) the Airport Authority was a favoured choice as a winner and candidates were au fait with the idea that increasing passenger numbers would result in financial gain. Much the same applied to local businesses. The advantage to the local unemployed as another sound choice, as was the passengers.

An exemplar answer

Winners are Birmingham Airport

This group will gain from the expansion because more people will be using the airport because by 2010 it will be able to deal with up to 15 million passengers. People and passengers will be spending more money in the airport resulting in more profit for airport businesses and the local economy.

In (b) the local villagers were usually designated as 'losers'. More candidates gained full marks here than in (a). Noise and air pollution, caused by repeated take offs and landings were used as evidence. Increased road traffic was also seen as a source of air pollution and additionally for generating concerns about accidents and congestion on the roads near the airport. Most candidates seemed to understand the effect of an airport on house prices.

Finally the resource booklet stimulated discussion of issues such as loss of countryside and an increase in impermeable surfaces causing flooding.

Examiners were concerned about candidates who simply copied text from the bottom of page six as their answer. A useful classroom exercise would be to get candidates to answer (b) by putting this information into their own words.

An exemplar answer

Losers are the people living in Bickenhill village

This group will lose from the expansion because there will be lots more air and noise pollution which will mean people will want to move, but will have to sell their house for a lower price than when they bought it. The countryside south of the village would be destroyed and the runway extension would mean the airport is closer to the village than it was before.

- 5 The resource material for this question helped candidates but there was a tendency to quote the material verbatim with little amplification or interpretation. Noise pollution and air pollution increasing as a result ten more planes landing every day was the most common answer offered. In many cases the whole sentence was copied out. Loss of countryside and increased traffic were often mentioned, or the sentence mentioning them copied out. The competition with Birmingham airport was a more abstract idea but also often copied out as a reason why the expansion of Coventry airport is unlikely to go ahead.

Practising answering question 5 without copying from the Resource Booklet would be another useful classroom exercise, this time developing basic points using connecting words, for instance, 'there will be more air pollution' as a result of 'increased traffic on local roads'.

An exemplar answer

Reason 1 The reason for why the expansion of Coventry airport is unlikely to go ahead is because residents living nearby the airport would have to face increased noise pollution which would affect their health and the value of their homes. There would also be more air pollution due to the increase in plane emissions caused by more planes landing at the airport.

Reason 2 Another reason for why the expansion of Coventry airport is unlikely to go ahead is because to extend the runway they would have to destroy the countryside, fields and woodland. This would mean they would have to destroy habitats, which may have endangered species, and they could be destroying plants and insects that are irreplaceable.

- 6 In general (a) was answered better than (b). Many candidates failed to focus on both 'near airports' and 'unsustainable'. Noise pollution, air pollution and loss of countryside all made an appearance but amplification that this would increase was essential to gain credit. Some candidates found this question the hardest on the paper and copied extensively from the resource booklet without answering (a) or (b).

People who live near airports

More traffic would build up on the roads near to the airport. This would make them a lot more congested due to people travelling to and from the airports. People who live near the airport could have problems getting to and from work and children might be late for school.

In (b) there was more difficulty in relating the problem to a global situation and many answers continued to dwell on the effects on the immediate locality of airports. Statements from Resource 8 were frequently copied verbatim, but the concept of sustainability seemed to be not particularly well understood. Those candidates who linked air pollution to global warming and climate change scored well. However too many made non-specific references to pollution. Occasionally carbon dioxide emissions were blamed for damage to the ozone layer.

The whole planet

More planes would be taking off which would cause more air pollution and more carbon dioxide in the atmosphere. This would increase global warming and climate change. Ice caps will melt and sea levels will rise all over the world.

- 7 Many candidates made a real effort here, often using the additional pages at the back of the answer booklet. Most candidates signposted their usage, which is an improvement on previous sessions. The full range of possible marks was seen. All three choices were successfully argued. However a number of candidates managed to write at length but not provide anything that could be credited.

Option 1 appeared quite straightforward to deal with, although links to sustainability were often neglected.

Option 3 seemed manageable although many described it as silly with little explanation, their very tone often implying that it was so silly the Examiner was bound to be in agreement.

The majority of candidates chose Option 2 but found it difficult to give clear reasons that differentiated the option from Option 1. In (a) many of the economic advantages were clearly stated, but not enough use was made of the information about sustainable aviation in Resource 11 and its implications for Robin Hood Airport. Some candidates thought there could only be short haul journeys. Some answers mentioned making parts of the airport from recyclable materials. A significant number just said that it was important to give locals a say in what went on so that there would not be any objections, often with no understanding of the planning process, and without mentioning any of the advantages the site had or the benefits expansion would bring.

Although Option 2 was the favoured option, and often perceived to be the sensible one, in part (b) many candidates seemed to forget their choice and wrote about massive air and noise pollution, increased traffic congestion, or having houses demolished for runway extensions. Careful qualification was required to gain credit for mention of more traffic; air and noise pollution used as a disadvantage for this option.

Option 3 was a non-starter for most but still had to be considered in c. All took the country park as a serious option although it was only an example. Some candidates appeared to have no idea what a country park was. Others inferred that it meant putting an airport in the countryside.

(c) asked for reasons for rejecting the other two options but many gave advantages instead of disadvantages. This may have been a result of not reading the command words carefully, or possibly the result of being taught pre-prepared decisions in class that assumed the question would ask them to give the advantages of their rejected options.

There were some excellent responses from those choosing Option 1:

It will make money for the government but will also create 7300 jobs for people in the area as well as the surrounding region which is an economically deprived area. It is only 10 kilometres from Doncaster town centre and is easy to drive to as it has links from London, Manchester, Hull and York via the motorways. There are links to London, Lincoln, Bradford and other towns by rail. The east Coast Main Line railway is nearby and this will cut down on traffic pollution as trains are more environmentally friendly than cars. There is already interest from airline companies such as Airtours and Holiday Direct. These plan to fly long haul flights to the USA, the Caribbean and the Far East. This is a perfect solution as Robin Hood has one of the longest runways in Europe. This is suitable for new bigger planes like the Airbus A380. These planes will fly quieter, be more fuel efficient, cheaper and be more environmentally friendly. Developers have also looked at environmental concerns and will be monitoring pollution and taking steps to reduce it such as encouraging staff and passengers to use public transport.

Disadvantages include noise, air and visual pollution in the area. There would be congestion on local roads as passengers and airport workers will be travelling to the airport. Local action groups are also claiming that people who do not live locally will take 75% of the jobs.

I rejected Option 2 because the local people will not want air and noise pollution, they would want less planes, no expansion and their preference would probably be for no airport at all. There would not be so many people flying in and out so the local economy would not get the jobs and the money needed to improve economically.

I rejected Option 3 because this would not help the community economically. The area around the airport has lost a lot of industrial jobs and has unemployment rates above the national average. A Country Park would offer very few jobs. If the airport was closed down there would be a strain on other airports that would have to deal with large numbers of people and these people would cause carbon dioxide pollution and congestion getting to the other airports.

An Option 2 choice

I chose Option 2 because the airport will help to enhance the area with more business for the local community and more jobs for the local people. 7,300 jobs will help the high unemployment rates in the area. The site is well connected to the road and motorway network which means the airport is suitable and accessible to people. They could also build a station on the railway line that goes past the northern boundary of the site.

An Option 3 choice

I chose Option 3 because a country park is there for everyone in the local area to use not just people who fly. 60% of people do not fly. An airport is a pollution hotspot so carbon emissions will be reduced in the area. The 40% of people who want to fly can go to East Midlands Airport, Manchester, Leeds/Bradford or Humberside.

Candidates choosing options 1 and 3 tended to fare better in parts (a) and (b). Similarly those choosing Option 2 fared better in Part (c). As a result, marks for this question tended to be in the range of 10-15 with fewer scoring highly at 18+ compared to previous sessions.

Candidates need to be encouraged to develop their answers throughout the three sections of the DME, but especially in the Decision where statements need to be fully explained and evidence quoted in justification of the choices they have made.

2401/02 Decision Making Exercise (Higher)

Overall Performance of the Candidates

This January session of the DME saw an entry of 12000 candidates on the higher tier, of which a small number were re-sits from the June Antarctica paper. Most of the candidates were quite well prepared in terms of the issues concerning possible airport expansion and the growing popularity of air travel both in the UK and worldwide. It showed that generally candidates' performance reflected not only their geographical ability and understanding, but also the quality of teaching and the overall level of preparation of candidates for the examination.

The paper tended to differentiate well with the most able developing their answers using the resources and their own knowledge, often gleaned from the internet. It was pleasing to see better candidates were able to get away from relying solely on the resource booklet. Weaker candidates often failed to develop their answers sufficiently, tending to give only basic points and quoting large amounts directly from the resources provided. The best responses demonstrated that they could use the relevant geographical terminology with confidence and in an appropriate context. Others used terms that they had been taught but not understood, eg "growth pole", "peripheral area" and "multiplier effect". Most candidates are becoming familiar with the concept of sustainability, but some weaker candidates used the terms "economic, social and environmental sustainability" at frequent intervals without any development. Candidates scored well on the Decision section if they followed the question template. The candidates who did not do this penalised themselves as their answers were often muddled and failed to address all the parts of the question.

Although many candidates achieved their marks by writing concise, precise answers which focussed on the question set, there were a few who wrote responses which were not targeted sufficiently on the question. In some centres candidates wrote answers that were unnecessarily long. Some of these did achieve full marks eventually, but were often untidy and grammatically poor because the candidates were writing at speed. Teachers need to emphasise strongly to their candidates the value of short, crisp answers firmly targeted on the questions.

This paper has become largely generic over the years in terms of its questions and mark scheme, so all centres should be able to teach methods for successfully answering the six, eight and twenty mark questions.

Comments on Individual Questions

Section 1: the Background

Question 1

Describe and explain two pieces of evidence from the resource to show that the use of air transport is increasing.

This question was not answered as well as introductory questions have been in some recent sessions. Some candidates tried to use the map to show increase which was not possible due to it showing data from only one year with no evidence over time. Many candidates missed the word "explain" in the question and simply gave two simple pieces of evidence based on the graph and the text. The evidence for increases in freight was not well developed in many cases. This meant that many able candidates did not score the maximum on this question whereas they did on most other questions.

A typical full marks answer

In table (a) which shows the growth of air travel in Europe, we can see that current results show that 750 million passengers travelled in the year 2000. The projected number of passengers in future years has a dramatic sharp increase until 2040 when the estimated amount of passengers is around 3750 million which is nearly 5 times the number in 2010. People will be taking more holidays and will have more disposable income due to both parents working. Cheap flights are now available more easily on the internet and people are more likely to take more than one holiday a year abroad, resulting in an increase in air transport.

Question 2

Identify and explain two trends in air passenger numbers between 2010 and 2050.

This question also caught out some candidates as they were required to “explain” and not just use data to develop. Some candidates got rather bogged down in lengthy comparisons between the columns, eg London Regional and Inter Regional and tended to neglect the overall trends. An increase in international passengers was the most commonly explained well in the context of an increase in cheaper flights, more leisure time and more disposable income. Better responses stated how an increase in passenger numbers in the domestic market resulted from poor performance of the public transport system as an alternative, and the numerous delays caused by traffic jams on the motorways.

A typical full marks answer

The number of people going through the terminals is expected to increase from 243.2 million in 2010 to 539.0 million in 2050; this is over double the number of people. This is because consumer demand for international travel will continue to rise because people will get more time off work, will have a higher disposable income and there will be a lot easier access to cheaper flights. The intra-regional flights will also rise from 17.4 million in 2010 to 48.0 million in 2050, also over double the amount. This is going to rise because air travel is a lot easier way to travel around the UK and will be quicker than rail transport and the motorways for business people.

Question 3

Give two advantages and two disadvantages of the increased availability of cheap flights worldwide.

This question differentiated well with the better candidates able to develop both the advantages and disadvantages successfully. In the case of weaker candidates, the advantages were the least well developed, although some candidates used Resource 3 to exemplify the points they were making. The increase in air pollution was more often that not developed to include reference to global warming or climate change. Noise pollution was also commonly developed with regard to falling house prices, sleep deprivation etc. Some focused too much on the Airbus A380 and lost the context of the question, ie advantages and disadvantages of the increased availability of cheaper flights.

A typical full marks answer

The first advantage of the increased availability of cheap flights worldwide is that more people can visit new countries and learn a lot of new things, eg if they wish to take a cheap flight to Egypt, they would be able to visit sites such as the Pyramids and learn about cultures and traditions they had not experienced before. Another advantage is that, with more people travelling than ever before, there will be increased profits for the providers. Also, money will be made by hotels abroad and people involved in looking after the tourists, which should improve their standard of living. The first disadvantage of cheap flights is that more people will fly which

would inevitably lead to increases in air pollution which will quicken climate change and cause global warming. Also, people who live near expanding airports or on flight paths will suffer as more planes will cause noise and visual pollution. This could mean that their health could be put at risk from an increase in pollution.

Section 2: the Options

Question 4

Explain two reasons why the expansion of Birmingham International Airport should go ahead as planned.

This question proved to be the highest scoring this session, but was not really a good discriminator since most candidates scored five marks or above. Most were able to develop statements from the text of Resource 5. The expected £400 million worth of business was often well linked to the acquisition of new jobs in the area together with the types of jobs that would be available. Better candidates made effective use of the map, Some thought that Birmingham Airport would serve the North of England.

A typical full marks answer

There are a few reasons why Birmingham International Airport should be expanded. The first reason is that it would be able to handle up to 15 million passengers travelling internationally and domestically. This will bring more money into the local economy from airport shops, catering and travel facilities and should create some new jobs in and around the airport. Also, by expanding the airport, £400 million worth of business will come to the airport. Birmingham International Airport is well connected by road and rail and no new routes will need to be built to cope with extra passengers. This means that the area of new land needed for the expansion plan is relatively small.

Question 5

Explain two possible reasons why the expansion of Coventry Airport is unlikely to go ahead as planned.

In this question, most candidates scored quite well, although there was a feeling that it was not done quite as well as question 4. Poorer responses did not deviate very much (if at all) from the text underneath the map in Resource 6. Most realised that Birmingham Airport already had more extensive facilities than Coventry and that the extension needed at the former was, in relative terms, much smaller. The impact on local people featured prominently and was generally well developed

A typical full marks answer

The problem of congestion is one of the main reasons why development at Coventry is unlikely to go ahead. Roads would have to be diverted which would be a large inconvenience to the people who live nearby. There would be large amounts of extra traffic on relatively smaller roads in the area, causing possible delays and safety issues. As well as this, residents living in Willenhall and Baginton would have to put up with at least an extra ten planes a day. This would mean more noise and visual pollution and possibly a drop in the value of their properties.

Question 6

- (a) Explain why the British Airports Authority is in favour of airport expansion.
(b) Explain why Friends of the Earth disagree with the BAA viewpoint.

This question appeared to be a good discriminator with only the best candidates achieving full marks. Many candidates just lifted quotes with little or no attempt to explain them. Opportunities to link quotes as development were often missed. F.O.T.E. viewpoints were better developed, with reference to air pollution being the most likely to have been developed well. Some better candidates developed their response by interpreting the cartoon in Resource 8. For some poorer candidates there was simply too much information. Not only did they write at length in an attempt to use almost every quote, but some misquoted the resources eg suggesting that with the existing airport capacity, an extra 300 million passengers could be handled.

A typical full marks answer

The BAA is in favour of airport expansion because they believe that more air passengers are good for our economy and generate revenue for businesses through tourism. This will in turn create more jobs for people living near to the airports, acting as a multiplier effect. At peak times there are no spare slots at Heathrow or Stansted which are both at their full capacity. This means that if these airports do not expand, they will not be able to cope with the expected 3.9% growth in passenger numbers forecasted in the future.

Friends of the Earth disagree with the BAA's viewpoint because they think that we could be flying a lot more out of the airports that we have got, so there is no justification to build more. At the moment we are flying about 200 million passengers a year and FoE believe we could cope with up to 300 million. They also do not believe that tourism is always good for our economy because most of the flights go to holiday destinations like Spain where British people spend a lot more money abroad than foreign tourists do in this country. They also believe that many short haul flights could be replaced by high speed trains which are less polluting. They say that 6 out of the top 10 European destinations are easily reachable by train.

Section 3: the Decision

Question 7

The development of Robin Hood as an international airport is a controversial issue. Here are four views about its future.

Option 1

The airport should be allowed to develop into an international airport to serve the whole region.

Option 2

The airport should not be allowed to increase in size and capacity.

Option 3

The airport should be completely closed down and a more sustainable use made of the site.

Option 4

The airport should be allowed to develop only if it can be seen to follow a sustainable aviation policy acceptable to local people.

Tasks

- (a) Choose one of the above options and explain two reasons for your choice.
- (b) Give a reason for rejecting each of the other three options.
- (c) Your choice may not be ideal in every way. Give a disadvantage of your chosen option.
- (d) Your rejected options may have some good points. Give an advantage of two of your rejected options with particular reference to their sustainability.

The decision part of the examination appeared to differentiate well. The structure of the question hopefully aided some weaker candidates by splitting the response into four parts. The majority chose option 4, although it was those who chose option 1 that tended to do better. Option 4 highlighted the variation in the degree of preparation at different centres. Many did not know the measures that could be taken under a sustainable aviation policy. Candidates scoring for the disadvantage of this option, or its rejection where another option had been chosen, were rather limited. Few referred to its cost or the length of time that it would take to implement. There was much reference to the increase in tourism for the Doncaster area which was rather unlikely to occur. The responses of some weaker candidates were rather verbose. When analysed they made few points of any substance. Some of the rejections of options obviously had the right idea, but candidates tended to restrict themselves to negatives and generalisations. A number of candidates clearly had to speed up towards the end of this question in order to complete the paper, possibly more so than usual.

A typical full marks answer

I have chosen option 4. I have chosen this option because the area is economically depressed with 5-7% of the population unemployed. Developing the airport will provide extra jobs and services and it should help to attract businesses to the region which is economically sustainable. My second reason is developing it by following a sustainable aviation policy would do far less damage to the environment and not upset the local population as much. They could help the locals by offsetting their carbon emissions and helping to replant the nearby Sherwood Forest.

I have rejected Option 3 because an airport needs to be there to help meet the needs of the tourist boom and to assist in lowering the high local unemployment rate. The airport could provide over 7000 new jobs. I have also rejected Option 2 because limiting the size of the airport would mean it would not be able to compete with other local airports and would be a waste of its very long runway. I rejected Option 1 because it would have a major impact on the local environment, taking up more green land and a site of special scientific interest plus creating a lot more traffic and pollution locally.

My choice is not ideal in every way. A disadvantage of Option 4 is that it would be very expensive and time consuming to set up an airport with a sustainable aviation policy and not all the local people may agree with its terms and conditions.

An advantage of Option 3 would be that it would have a much lower environmental impact on the area if an alternative use could be found for the site which would lower the area's carbon footprint. An advantage of Option 2 is that the airport would not do any extra damage to the local environment and would not increase air or noise pollution any further than it does at present.

2404 Internal Assessment

The majority of centres continue to devise excellent investigations with clear aims, hypotheses and key questions. They encouraged candidates to make reference to the theory underpinning their investigation and the local geographical context. There was some outstanding application of ICT skills and candidates used digital photographs effectively. There were some excellent coastal studies where candidates clearly enjoyed the experience of fieldwork and found it challenging.

It was encouraging to see a significant number of centres send their MS1 sheets in advance of the deadline which helped moderators manage their time. They also sent the required documentation, including the centre authentication form. A few centres did not indicate the teaching staff of candidates and this slowed the request for a sample by the moderator. The vast majority of centres applied the assessment criteria precisely and in a holistic manner using the board assessment grid.

Overall standards remain high and there was evidence of centres having used their Specification Advisor and INSET to improve the nature of their investigations and their application of assessment criteria. Moderators all commented that centres, teachers and candidates deserve much credit for producing such high quality investigations.

Report on the Units taken in January 2008

Entry Level Certificate Geography C 3988

2421 Internal Assessment

General Comments

Only one centre submitted work for moderation.

2422 Oral Based upon Decision Making Exercise

Most of the centres entering candidates were established centres and their marking of the work was very close to the nationally agreed standard for this module. The result was few scaling of marks being necessary.

There appears to be a pattern emerging now with many centres entering students in January of (presumably) Year 11, when their GCSE students will be sitting the corresponding written DME.

The resources posed few difficulties for the candidates, which was pleasing. This was probably due to the readily accessible concept of air transport. Most of the candidates whose interviews were moderated had direct experience of flying and so were able to access the early questions with some ease. The photographs allowed the candidates to visualise the environment surrounding Sheffield City airport (which, coincidentally has been closed except for a small scale operation by light aircraft and the South Yorkshire Police helicopter service) allowing them to give clear answers to the decision making that concluded the assessment.

The actual questions suggested that the candidates were well conversant with air transport and the possible problems associated with its sustainability. They were able to relate to the role of the local council in deciding the future of the airport and made many interesting and carefully considered decisions to conclude their interviews.

Evidence of listening to the oral tapes submitted for moderation would suggest that the assessment took approximately 10 minutes (or less) in most cases, continuing the trend for decreasing time for these interviews and meeting the 'ideal' of 10 minutes.

Centre staff are reminded that the interviewer does not have to stick exactly to the questions set and is also able to prompt answers from weaker/more hesitant students. Some of the weaker candidates have trouble pronouncing names/words and the trick of asking the candidate to point to the answer in the resource (which can then be read out by the interviewer) is well used now.

Finally centres are reminded that it is helpful to consider the mark scheme for the oral examination before interviewing their candidates and to possibly share this with their students. This will hopefully enable both to keep in mind key ideas such as developing answers in sentences, using appropriate geographical terms, using resources to justify a decision etc. These are all taken from the mark scheme and a prior awareness may enable interviewers to steer their questioning to draw out these skills and understanding, increasing the performance of their candidates.

Grade Thresholds (1988)

General Certificate of Secondary Education
2401 & 2404 (Specification Code 1988)
January 2008 Examination Series

Unit Threshold Marks

Unit		Maximum Mark	A*	A	B	C	D	E	F	G	U
2401/F	Raw	60	n/a	n/a	n/a	47	39	32	25	18	0
	UMS	83	n/a	n/a	n/a	72	60	48	36	24	0
2401/H	Raw	60	51	45	39	33	27	24	n/a	n/a	n/a
	UMS	120	108	96	84	72	60	54	n/a	n/a	n/a
2404	Raw	40	35	31	27	24	19	15	11	7	0
	UMS	80	72	64	56	48	40	32	24	16	0

For a description of how UMS marks are calculated see:
http://www.ocr.org.uk/learners/ums_results.html

Statistics are correct at the time of publication.

Grade Thresholds (3988)

Entry Level Certificate
2421 & 2422 (Specification Code 3988)
January 2008 Examination Series

Unit Threshold Marks

Unit		Maximum Mark	Level 3	Level 2	Level 1	U
2421	Raw	160	108	60	16	0
	UMS	80	64	48	32	0
2422	Raw	30	18	10	5	0
	UMS	60	48	36	24	0

For a description of how UMS marks are calculated see:
http://www.ocr.org.uk/learners/ums_results.html

Statistics are correct at the time of publication.

OCR (Oxford Cambridge and RSA Examinations)
1 Hills Road
Cambridge
CB1 2EU

OCR Customer Contact Centre

14 – 19 Qualifications (General)

Telephone: 01223 553998

Facsimile: 01223 552627

Email: general.qualifications@ocr.org.uk

www.ocr.org.uk

For staff training purposes and as part of our quality assurance programme your call may be recorded or monitored

Oxford Cambridge and RSA Examinations
is a Company Limited by Guarantee
Registered in England
Registered Office; 1 Hills Road, Cambridge, CB1 2EU
Registered Company Number: 3484466
OCR is an exempt Charity



OCR (Oxford Cambridge and RSA Examinations)
Head office
Telephone: 01223 552552
Facsimile: 01223 552553

© OCR 2008