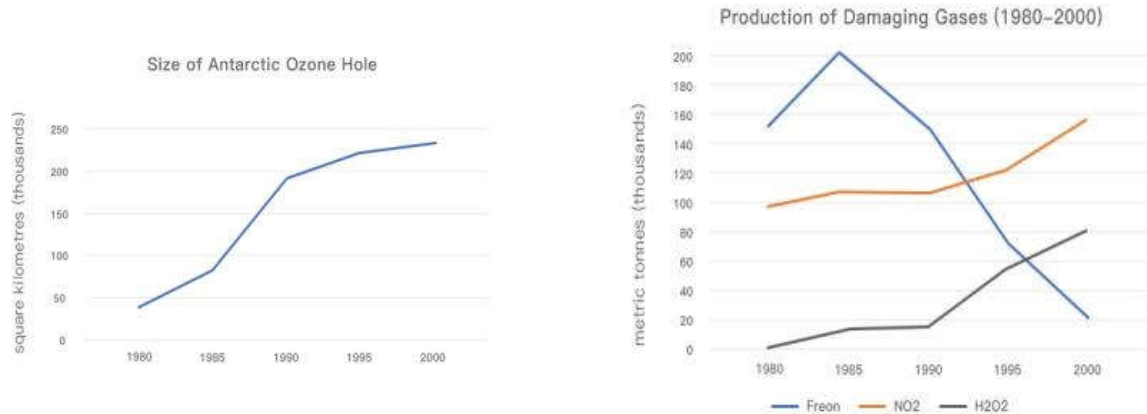


The line graphs show the size of the ozone hole in Antarctic and three types of damaging gases that damage the Antarctic ozone from 1980 to 2000. Summarize the information by selecting and reporting the main features, and make comparisons where relevant.



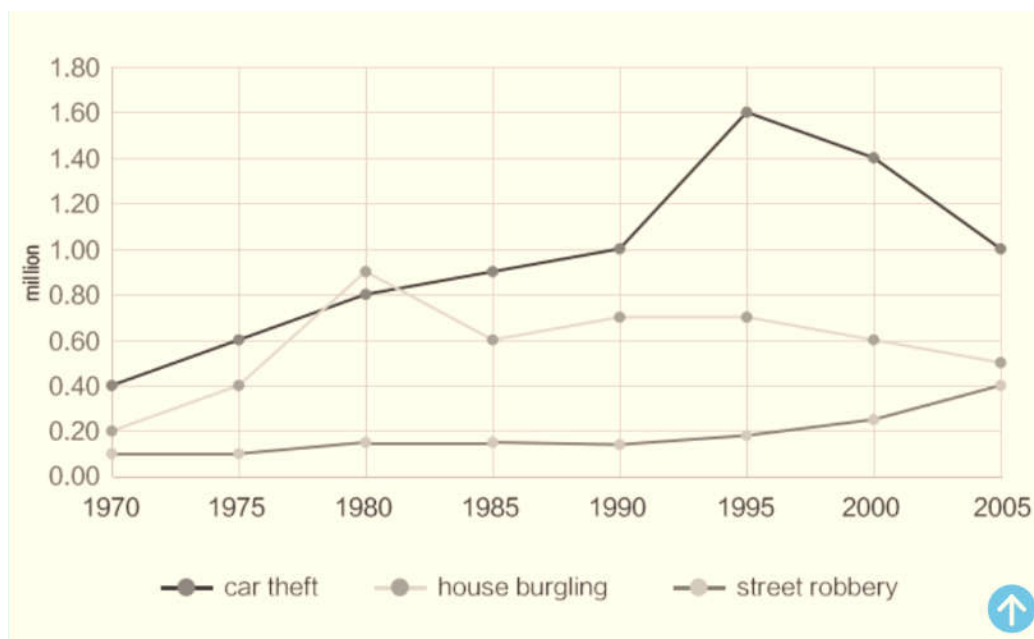
There are two graphs containing information gathered in different time periods between 1980 to 2000. The first graph shows the size of the ozone hole in the Antarctic and the second graph shows three gases that damage the Antarctic ozone.

In the year 1980, the size of the Antarctic ozone hole was 40, 000 square kilometres. This figure spiked drastically between 1985 and 1990, increasing by around 115, 000 square kilometres. The size of the Antarctic ozone hole remained somewhat steady from 1990 to 2000. It only increased by around 40,000 square kilometres in the Span of ten years.

The production of Freon gases in the second graph increased by 50, 000 metric tonnes between 1980 and 1985 before dropping. This volume had decreased since 1985 at 200,000 metric tonnes to 20,000 metric tonnes of Freon gases produced by the year 2000. NO2 and H2O2 had both remained at a steady level between 1980 and 1990 before jumping In 1990. 105,000 metric tonnes of N2O2 were produced while there were 18, 000 metric tonnes of H2O2. They had increased to 155,000 metric tonnes and 80,000 metric tonnes respectively by 2000.

The graphs show that the size of the Antarctic ozone hole had been steadily expanding, along with the production of N2O2 and H2O2 gases.

The chart below shows three different crimes and the number of cases committed between 1970 and 2005 in England and Wales. Summarize the information by selecting and reporting the main features, and make comparisons where relevant.



The chart gives information about the number of crime cases in three categories occurred in England and Wales between 1970 and 2005.

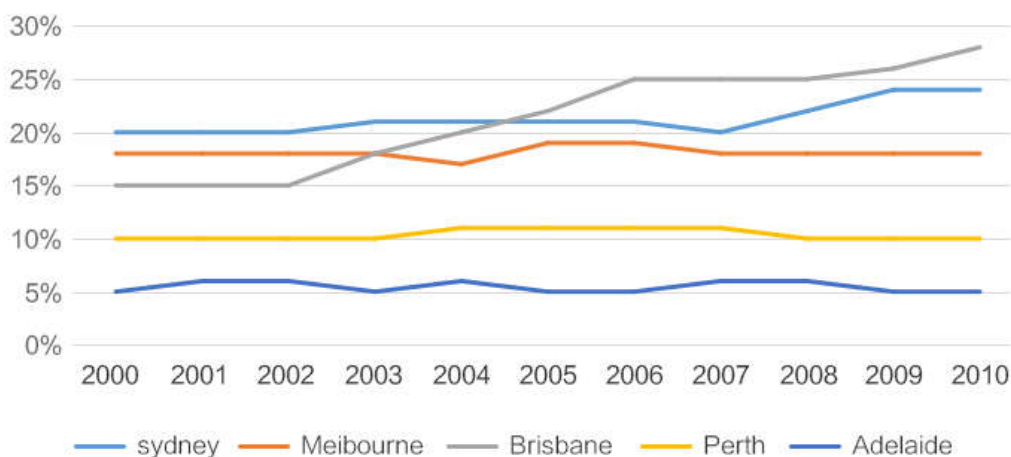
Car theft generally had the highest record over the 35-year period. There were 0.4 million cases in 1970, then the increase was continuous till 1995 which was a peak record with 1.6 million cases. However, the figure drastically dropped all the way to 1 million.

House burglary was the second serious crime starting with 0.2 million cases. In 1980, it exceeded car theft at 0.9 million cases, but the figure decreased to around 0.6 million in the following years. As for street robbery, it remained almost the same from 1970 to 1995 with around 0.1 million cases, but the number slowly increased to 0.4 million in 2005 which was very close to the record of house burglary.

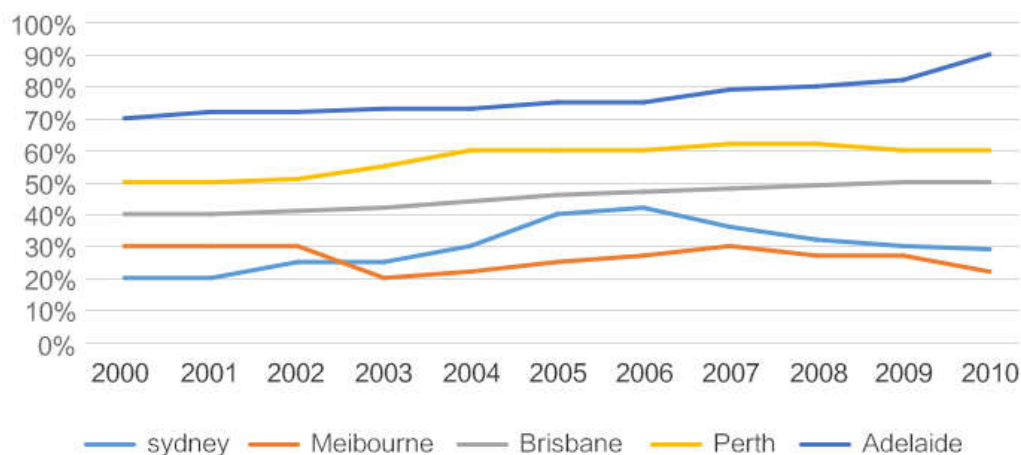
In conclusion, car theft was the main crime during the period whereas house burglary and street robbery were less serious.

The charts below show the percentage of people using public transport and that of people using private cars in five Australian cities between 2000 and 2010. Summarize the information by selecting and reporting the main features, and make comparisons where relevant.

Percentage of People Using Public Transportation



Percentage of People Using Private Cars



The charts give information about how many residents from five Australian cities used public and private means of transportation between 2000 and 2010.

In terms of using public transport, the percentage of Brisbane ranked the third in 2000 with 15%, later it continually grew all the way up to 28% as the highest record among five cities. The increase first exceeded Melbourne in 2003 and then Sydney in the middle of 2004. As for

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Melbourne, Perth and Adelaide, their figures did not change much during the 10-year period, with 18%, 10% and 5% respectively. There was a slight increase in Sydney between 2007 and 2009, but it remained stable afterwards.

In terms of using private transport, over 70% of people in Adelaide used their private cars which was the highest among five cities. Perth and Brisbane had a lower percentage, with around 60% and 50% respectively in 2010. Melbourne was 10% higher than Sydney in 2000 but Sydney exceed Melbourne in the middle of 2002 and climbed to 40% in 2006.

To conclude, it is clear that driving private cars was more popular than taking public transportation. Brisbane had the highest percentage of people using public transport whereas Adelaide had the largest proportion using private cars.