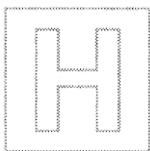


CANDIDATE NAME	CLASS 6C ____	INDEX NUMBER 00 ____
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DUNMAN HIGH SCHOOL  
General Certificate of Education Advanced Level  
Higher 1

## YEAR 6 PRELIMINARY EXAMINATION

### GENERAL PAPER

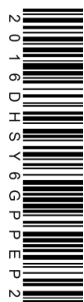
**8807/02**

Paper 2

**29 August 2016**

INSERT

**1 hour 30 minutes**



### READ THESE INSTRUCTIONS FIRST

This Insert contains the passage for Paper 2.

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**[Turn over**

*Mercedes Karr considers the developments in transport and travel.*

- 1 When spaceflight Apollo 11 landed the first humans on the moon in 1969, the euphoria was understandably more palpable than that of the lonely, unobtrusive flight of the first man in space, Yuri Gagarin, a Russian-Soviet pilot and cosmonaut. The moon landing was broadcast on live television to a worldwide audience, who were awash with jubilation when Neil Armstrong pertinently described the event as 'one small step for man, one giant leap for mankind' as he stepped on the lunar surface. Even though numerous moon landings have demonstrated America's supremacy in spaceflight capability in the space race, a look back at history surprisingly reveals equivalent seismic progress in transport which has impacted mankind since the beginning of civilisation. 5
- 2 Travel and the transportation of goods were an arduous process in ancient times. Rudimentary footwear limited the distances that man could travel, confining him to his settlement, powerlessly yielding to the indomitable surroundings. This changed drastically with the domestication of animals when beasts of burden – donkeys, horses and oxen – became the precursor to animal-drawn travois (a frame used to drag loads) and wheeled vehicles. Today, with the advent of technology, the construction of canals, rails, roads, tunnels and powered mechanised vessels means that man can voyage farther, survey uncharted territory and expand his influence over larger areas for commerce and military endeavours. Plainly, with modern marvels such as mega-infrastructure, intricate rapid transit network systems and supersonic aircraft, the story of transport is chiefly one of technological innovation. 10 15 20
- 3 Traditionally, transport has been a spur to cultural expansion: trade routes not only convey to distant cities precious stones, silk, spices and crafts but spread new knowledge and ideas. The Silk Road linked merchants, monks, nomads, pilgrims and scholars across six thousand kilometres from the Asian Continent to the Mediterranean Sea. Economic activities aside, the Arabians, Chinese, Greeks and Persians... invariably promoted their own and adopted others' agricultural techniques, mathematical and scientific knowledge, art, cuisine, fashion, music and dance. And predictably, as communities along the trade route prospered and enjoyed material wealth, Buddhism, Christianity and Islam spread and flourished all across Eurasia. It is thus unsurprising that Admiral Cheng Ho from the Ming Dynasty – a mariner, explorer and diplomat who was celebrated for commanding expeditionary voyages to Southeast Asia and East Africa – was a Muslim. 25 30
- 4 Today, the economic perspective provides strong evidence of the value of transport. Transport makes possible the movement of products from one place to another – with great speed. (How else could firms fulfil surged internet orders during busy holiday seasons?) It also allows consumers to buy myriad products indigenous to or produced in other countries. But more crucially, transport is a requisite for businesses to capitalise on the proximity and access to cheaper factors of production by planting segments of the manufacturing process in different geographical areas. This not only keeps the business viable, but more importantly, it also provides employment for many in these areas, as evident in firms from developed countries farming out their operations to developing countries. And where else could pilots, ship captains, cargo crew and port personnel offer their services without the aviation and shipping industries? So imperative is transport to the economy that countries invest billions of dollars to build wondrous infrastructure to accommodate navigation and maritime trade – the Suez Canal in Egypt cuts sea voyage distance between Europe and India by about seven thousand kilometres while the Panama Canal allows ships to travel between the Atlantic and Pacific Oceans through the Isthmus of Panama, avoiding the lengthy, hazardous Cape Horn in South America – a substantial, risky enterprise that may prove lucrative, in the long run. 35 40 45

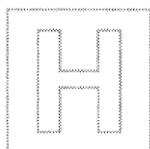
- 5 Furthermore, transport is now an inseparable part of our lives and dramatically improves our well-being. With hassle-free, secure and affordable air travel today, sight-seeing and vacation abroad are essential diversions from our modern day pressures (which undoubtedly also explains the rising popularity of sea cruises). Any anxiety from scurrying to and from work on public transport is entirely negated by the enviably luxurious and efficient commute: in Japan, the Shinkansen – bullet trains running at up to 320 kilometres per hour – is renowned for its silent cars with spacious seats, untarnished record of zero fatal accidents and on-time arrival and departure to the second. And unbeknownst to many, gigantic, recognisable infrastructures that are part of transport network – the Golden Gate Bridge in San Francisco, the Sydney Harbour Bridge – are representative monuments that exemplify man’s admirable engineering prowess and an immanent part of the populace’s identity and pride. 50 55 60
- 6 However, the uninitiated and cynics are either not cognisant or are dismissive of the importance of transport, unduly obsessed with and paranoid about its downsides. They decry the insufferable irony of traffic bottlenecks on city freeways and lament the ever-rising fuel prices (why then do they own a car?). They chastise motorists for exacerbating carbon footprints and causing mishaps that endanger the lives of pedestrians. They ‘justify’ aviophobia, the irrational fear of flying, by blaming the lax vigilance by aviation and security personnel, worsening our vulnerability to injurious acts by extremists. And they deem the unbeatable trend of migration propelled by the ease of travel today ‘culpable’ for the rapid erosion of indigenous culture and increasing social disharmony triggered by the migrants who stubbornly carry on their way of life. Supposedly, travel can broaden our mind but sceptics think that our dispositions and assumptions inherited from our past still make us strangers to each other, and that we can never be united politically. 65 70
- 7 Be that as it may, air, land and sea transport networks are lifelines to our existence. They are the conduits on which people fly, ride and sail in order to get needful resources, attend personal and professional events, assemble for a cause as well as escape from present predicaments. Indeed, the web of transport networks is like our arteries and veins, transporting nutrients, tonics and by-products to parts of the body where they are properly assimilated or expelled. And if doctors can preliminarily diagnose a patient’s health and vitality by feeling his arterial pulse, then surely we can detect the economic vigour and vibrancy of a city by examining the efficiency and extent of its transport network. 75 80
- 8 The British television hit series *Doctor Who*, in which the protagonist is a Time Lord who travels through time in a machine known as the *Tardis*, has been an institution on the goggle box for half a century. Such powerful blending of science fiction and popular culture does not merely give us intriguing characters with superhuman abilities and novel gadgets and machines. On a more understated yet fundamental level, it fires the fascination and ignite the imagination of audiences worldwide, and across generations. In this extraordinary century of massive and unprecedented progress in the development of new technologies, our ancestors’ fairy tales about travels beyond space and time may just become factual triumphs. It is thus not surprising that *Chang’e* – the mythical Chinese goddess living on the moon – has become the namesake of China’s lunar exploration programme in the twenty-first century. 85 90

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***Acknowledgements:***

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## YEAR 6 PRELIMINARY EXAMINATION

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### GENERAL PAPER

8807/02

Paper 2

29 August 2016

Candidates answer on the Question Paper

1 hour 30 minutes

Additional Materials: 1 Insert

### READ THESE INSTRUCTIONS FIRST

Write your class, index number and name on all the work you hand in.  
Write in dark blue or black pen.  
Do not use staples, paper clips, highlighters, glue or correction fluid.  
DO **NOT** WRITE IN ANY BARCODES.

Answer **all** questions.

The Insert contains the passage for comprehension.

Note that up to **15** marks out of **50** will be awarded for your use of language.

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

AQ Mark	
For Examiner's Use	
Content	/ 35
Language	/ 15
Total	/ 50

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[Turn over



Read the passage in the Insert and then answer **all** the questions. Note that up to fifteen marks will be given for the quality and accuracy of your use of English throughout this Paper.

For  
Examiner's  
Use

NOTE: When a question asks for an answer **IN YOUR OWN WORDS AS FAR AS POSSIBLE** and you select the appropriate material from the passage for your answer, you must still use your own words to express it. Little credit can be given to answers which only copy words and phrases from the passage.

- 1 Why was the euphoria of the first humans on the moon 'more palpable' (line 2) than the flight by Yuri Gagarin? **Use your own words as far as possible.**

[2]

- 2 In paragraph 2, what are the changes in human activities before and after the advent of technology? **Use your own words as far as possible.**

[3]

- 3 What does the author intend you to understand by the three dots (...) in line 25?

[1]

- 4 Explain the author's use of the word 'predictably' in line 27.

[2]

- 5 Why does the author ask the question in line 64?

[2]



- 6 In lines 65-69, the uninitiated and cynics 'justify' aviophobia and identify the trend they deem 'culpable' for the rapid erosion of indigenous culture.

Suggest a possible cause for **(a)** aviophobia and **(b)** the rapid erosion of indigenous culture that the author may support.

(a)

.....

.....

(b)

.....

[2]

- 7 What is the author's purpose in likening transport networks to the function of arteries and veins in lines 76-78?

.....

.....

.....

[2]

- 8 **Using your own words as far as possible**, explain why the author describes the combination of science fiction and popular culture as 'powerful' (line 83).

.....

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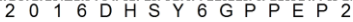
.....

[2]

- 9 What is the purpose of referring to *Chang'e* and China's lunar exploration at the end of the passage?

.....

[1]



For  
Examiner's  
Use

Write your summary in **no more than 120 words**, not counting the opening words which are printed below. **Use your own words as far as possible.**

Since historical time, transport has promoted cultural exchanges \_\_\_\_\_

[8]

[ Word Count: \_\_\_\_\_ ]



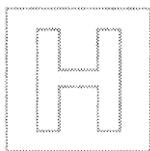


**11** In this article, Mercedes Karr describes the history and development of transport and travel. How applicable do you find her observations to you and your own society?

For  
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DUNMAN HIGH SCHOOL  
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Higher 1

## YEAR 6 PRELIMINARY EXAMINATION

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### GENERAL PAPER

**8807/02**

Paper 2

**29 August 2016**

**1 hour 30 minutes**

Candidates answer on the Question Paper.

Additional Materials: 1 Insert

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## SUGGESTED ANSWER KEY AND MARK SCHEME

**Question 1**

Why was the euphoria of the first humans on the moon 'more palpable' (line 2) than the flight by Yuri Gagarin? **Use your own words as far as possible. [2]**

Lifted	Suggested Paraphrase
When spaceflight Apollo 11 landed the first humans on the moon in 1969, the euphoria was understandably more palpable than that of the lonely, unobtrusive flight of the first man in space, Yuri Gagarin, a Russian-Soviet pilot and cosmonaut. The moon landing was (1) <u>broadcast on live television</u> (2) <u>to a worldwide audience</u> , who were awash with jubilation when Neil Armstrong pertinently described the event as (3)'one small step for man, <u>one giant leap for mankind</u> ' as he stepped on the lunar surface.	It was so because the moon landing 1) was shown in the media/mass media / there was live (real time) feed 2) to global viewers 3) a significant achievement of the human race [inferred from Armstrong's description].  1-2 points: 1m 3 points: 2m

**Question 2**

In paragraph 2, what are the changes in human activities before and after the advent of technology? **Use your own words as far as possible. [3]**

Lifted	Suggested Paraphrase	
Travel and the transportation of goods were an arduous process in ancient times. Rudimentary footwear (A) <u>limited the distances that man could travel</u> , (B) <u>confining him to his settlement</u> , (C) <u>powerlessly yielding to the indomitable surroundings</u> . This changed drastically with the domestication of animals when beasts of burden – donkeys, horses and oxen – became the precursor to animal-drawn travois (a frame used to drag loads) and wheeled vehicles. Today, with the advent of technology, the construction of canals, rails, roads, tunnels and powered mechanised vessels means that man can (A) <u>voyage farther</u> , (B) <u>survey uncharted territory</u> and (C) <u>expand his influence over larger areas for commerce and military endeavours</u> .	Before	After
	A) <u>restricted</u> how far one can go	can have expedition / journey / trip <u>beyond</u> settlement/community
	B) <u>kept one to</u> one's habitat, community	explore / investigate <u>new</u> areas / terrains
	C) <u>helplessly</u> subject to the unconquerable physical environment	<u>increase / widen impact</u> over larger regions through trade and armed/defence activities
1 mark for each pair of before-and-after comparison. Accept <b>ORA</b> .		

**Question 3**

What does the author intend you to understand by the three dots (...) in line 25? **[1]**

Suggested Answer:

The author wishes to convey that...

- 1) ... the list of ethnic groups is non-exhaustive / far too many to be mentioned [point]
- 2) as it includes all those from the vast region between the Asian Continent and the Mediterranean Sea. [suitable context]

Accept **ORA**; do not accept 'the list will go on' without context.

**Question 4**

Explain the author's use of the word 'predictably' in line 27. [2]

Strategy:

- 1) Unpack the term 'predictably' – an expected outcome that can be explained logically based on knowledge
- 2) Relate to the context in the following sentence: "... as communities along the trade route prospered and enjoyed material wealth, Buddhism, Christianity and Islam spread and flourished all across Eurasia." (lines 27-28)

The author wishes to emphasise that

we can expect / it is a logical consequence that [*showing sensitivity to the adverb*]

- 1) religions flourish once people's basic needs are met [*the context in the passage*]
- 2) as they move on to seek spiritual fulfilment. [*the inferred explanation*]

1 points: 1m

2 points: 2m

**Question 5**

Why does the author ask the question in brackets in line 64? [2]

- 1) point out the hypocrisy (contradiction) of drivers [*showing sensitivity to the tone*] (accept 'showing sarcasm')
- 2) who are also responsible for (contributing to) the [*the inferred idea*]
- 3) traffic congestions / rising petrol prices / carbon footprint / endangering the lives of pedestrians they are complaining about. [*the context in the passage*]

Accept **ORA** that reflects the idea of hypocrisy.

1-2 points: 1m

3 points: 2m

**Question 6**

In lines 65-69, the uninitiated and cynics 'justify' aviophobia and identify the trend they deem 'culpable' for the rapid erosion of indigenous culture. Suggest a possible cause for **(a)** aviophobia and **(b)** rapid erosion of indigenous culture that the author may support. [2]

Lifted	Suggested Paraphrase
<p>However, the uninitiated and cynics are either not cognisant or are dismissive of the importance of transport, unduly obsessed with and paranoid about its downsides. They decry the insufferable irony of traffic bottlenecks on city freeways and lament the ever-rising fuel prices (why then do they own a car?). They chastise motorists for exacerbating carbon footprints and causing mishaps that endanger the lives of pedestrians. They 'justify' aviophobia, the irrational fear of flying, by blaming the lax vigilance by aviation and security personnel, worsening our vulnerability to injurious acts by extremists. And they deem the unbeatable trend of migration propelled by the ease of travel today 'culpable' for the rapid erosion of indigenous culture and increasing social disharmony triggered by the migrants who stubbornly carry on their way of life.</p>	<p><b>(a) <u>aviophobia</u></b>          - caused by psychological factors that the person may not have control of          - trauma from past negative experience (e.g. survived a plane accident)  <b>Note:</b> 'irrational fear of flying' is aviophobia, not a cause of aviophobia.  <b>ORA</b> except 'lack of aviation security'.</p> <p><b>(b) <u>rapid erosion of indigenous culture</u></b>          - adoption of new lifestyle (attitude, values, beliefs) perpetuated by the media / education  <b>ORA</b> except 'migration'.</p> <p style="text-align: right;">1m each</p> <p><i>Candidates should not paraphrase material from the text as their answers.</i></p>

**Question 7**

What is the author's purpose in likening transport networks to the function of arteries and veins in lines 76-78? [2]

- 1) The author creates an analogy we can all recognise and understand. [*function of analogy or objective to achieve reader understanding*]
- 2) She makes the point that transport networks and our arteries and veins work in similar way – both 'move' helpful and 'remove' harmful materials, [*similarity in function of transport networks and arteries*]
- 3) making a vital contribution to our well-being / lives.

1-2 points: 1m

3 points: 2m

**Question 8**

**Using your own words as far as possible**, explain why the author describes the combination of science fiction and popular culture as 'powerful' (line 83). [2]

Lifted	Suggested Paraphrase
Such powerful blending of science fiction and popular culture does not merely (1) <u>give us intriguing characters with superhuman abilities</u> and (2) <u>novel gadgets and machines</u> . On a more understated yet fundamental level, it (3) <u>fires the fascination</u> and <u>ignite the imagination</u> of audiences (4) <u>worldwide</u> , and <u>across generations</u> .	<p>The author highlights that beyond</p> <ol style="list-style-type: none"> <li>1) <u>interesting</u> heroes with <u>extraordinary</u> power</li> <li>2) and innovative tools, science fiction and popular culture</li> <li>3) spark interest/creative thinking in</li> <li>4) global audience young and old / today and in future / across time and age.</li> </ol>

1-2 points: 1m

3-4 points: 2m

**Question 9**

What is the purpose of referring to *Chang'e* and China's lunar exploration at the end of the passage? [1]

**Suggested Answers**

- 1) to end the discussion emphatically / with conviction by stressing/emphasising how our ancestors' fairy tale about Chang'e traveling beyond space and time is now a reality
- 2) to end the discussion meaningfully by linking back to the lunar landing in the introduction.

**ORA** but do not accept 'linking back to introduction'.

**Question 10**

Using material from paragraphs 3 to 5 (lines 21-60), summarise what the author has to say about the value of transport and the benefits it brings us.

Write your summary in **no more than 120 words**, not counting the opening words which are printed below. **Use your own words as far as possible.**

Material From Passage	Suggested Paraphrased Answers
<p><b>Paragraph 3</b></p> <p>Traditionally, transport has been a spur to cultural expansion: (a)<u>trade routes</u> not only convey to distant cities precious stones, silk, spices and craft ware but (b)<u>spread new knowledge and ideas</u>. The Silk Road (c)<u>linked merchants, monks, nomads, pilgrims and scholars</u> across six thousand kilometres from the Asian Continent to the Mediterranean Sea. Economic activities aside, the (d)<u>Arabians, Chinese, Greeks and Persians...</u> invariably (e)<u>promoted their own and adopted others' agricultural techniques, mathematical and scientific knowledge, art, cuisine, fashion, music and dance</u>. And predictably, as (f)<u>communities along the trade route prospered and enjoyed material wealth</u>, (g)<u>Buddhism, Christianity and Islam spread and flourished all across Eurasia</u>. It is thus unsurprising that Admiral Cheng Ho from the Ming Dynasty – a mariner, explorer and diplomat who was celebrated for commanding expeditionary voyages to Southeast Asia and East Africa – was a Muslim.</p>	<p>Since historical time, transport has promoted cultural exchanges ...</p> <ul style="list-style-type: none"> <li>a) facilitates commerce / economic activities</li> <li>b) disseminates information</li> <li>c) connected (different groups of) people from all walks of life</li> <li>d) from different regions</li> <li>e) showcasing and accepted/embraced one another's knowledge and culture</li> <li>f) societies became affluent/richer (<i>do not accept flourish</i>)</li> <li>g) different religions widely promoted and practised / rise of different religions</li> </ul>
<p><b>Paragraph 4</b></p> <p>Today, the economic perspective provides strong evidence of the value of transport. Transport makes possible the movement of products from one place to another – (h)<u>with great speed</u>. (How else could firms fulfil surged internet orders during busy holiday seasons?) It also allows consumers to (i)<u>buy myriad products indigenous to or produced in other countries</u>. But more crucially, transport is a requisite for businesses to (j)<u>capitalise on the proximity and access to cheaper factors of production</u> by (k)<u>planting segments of the manufacturing process in different geographical areas</u>. This not only (l)<u>keeps the business viable</u>, but more importantly, it also (m)<u>provides employment</u> for many in these areas, as evident in firms from developed countries farming out their operations to developing countries. And (n)<u>where else could pilots, ship captains, cargo crew and port personnel offer their services without the aviation and shipping industries?</u> So imperative is transport to the economy that countries (o)<u>invest billions of dollars to build wondrous infrastructure to accommodate navigation and maritime trade</u> – the Suez Canal in Egypt cuts sea voyage distance between Europe and India by about seven thousand kilometres while the Panama Canal allows ships to travel between the Atlantic and Pacific Oceans through the Isthmus of Panama, avoiding the lengthy, hazardous Cape Horn in South America – a substantial, risky enterprise that may (o)<u>prove lucrative</u>, in the long run.</p>	<ul style="list-style-type: none"> <li>h) distribute goods efficiently</li> <li>i) allows people to purchase/enjoy foreign goods</li> <li>j) firms get to/reach affordable resources</li> <li>k) set up factories/production plants overseas <b>OR</b> outsourced productions overseas (<i>do not accept farm out</i>)</li> <li>l) sustains operations</li> <li>m) offers the locals jobs</li> <li>n) transport <u>industry</u> offers many careers</li> <li>o) governments profit from transport facilities they built</li> </ul>

Material From Passage	Suggested Paraphrased Answers
<p><b>From Paragraph 5</b></p> <p>Furthermore, transport is now an inseparable part of our lives and dramatically (p)<u>improves our well-being</u>. With (q)<u>hassle-free, secure and affordable</u> air travel today, (r)<u>sight-seeing and vacation abroad</u> are <u>essential diversions from our modern day pressures</u> (which undoubtedly also explains the rising popularity of sea cruises). (s)<u>Any anxiety from scurrying to and from work on public transport</u> is entirely negated by the enviably (t)<u>luxurious and efficient commute</u>: in Japan, the Shinkansen – bullet trains running at up to 320 kilometres per hour – is renowned for its silent cars with spacious seats, untarnished record of zero fatal accidents and on-time arrival and departure to the second. And unbeknownst to many, gigantic, (u)<u>recognisable infrastructures</u> that are part of transport network – the Golden Gate Bridge in San Francisco, the Sydney Harbour Bridge – are representative monuments that <u>exemplify man's admirable engineering prowess</u> and (v)<u>an immanent part of the populace's identity and pride</u>.</p>	<p>p) enhances our health / welfare (quality of life)</p> <p>q) convenient, comfortable, safe and cheap air travel</p> <p>r) makes overseas holidays a need in order to deal with stress / demands</p> <p>s) travel to work is no longer stressful</p> <p>t) but comfortable / fast</p> <p>u) (iconic) landmarks illustrate man's remarkable / commendable / marvellous industrial ingenuity / creativity / ability</p> <p>v) and they reflect community's distinct / unique character.</p>



**Question 11**

In this article, Mercedes Karr describes the history and development of transport and travel. How applicable do you find her observations to you and your own society? [10]

### Ideas from Paragraphs

**Para 1 - introduction**

The introduction refers to astronomical achievements of man's flight in space and moon landing to lead in the topical discussion of travel and transport. The paragraph ends by highlighting that the history of transport reveals significant progress and it has impacted on mankind since the beginning of civilisation.

**Paragraph 2** outlines the changes that occurred in travel and transport before and after the advent of technology. The author ends the paragraph asserting that fundamental to modern day transport infrastructures and the varied modes of transportation is technological innovation.

**Paragraph 3** outlines how transport has promoted cultural exchanges since historical time: it facilitated commercial and economic activities, connected different groups of people from different regions from all walks of life, exposed people to one another's knowledge and culture and helped societies become affluent. Because of the connectivity through trade routes, different religions were widely promoted and practised as well.

**Paragraph 4** outlines how transport contribute to the economy:

- goods can be distributed efficiently
- consumers could purchase and enjoy foreign goods
- firms get to access affordable resources and set up factories and plants overseas, sustaining their operations and offering the locals jobs
- transport industry offers many careers and
- governments profit from transport facilities they built.

**Paragraph 5** stresses that transport is an inseparable part of modern living:

- our health / welfare is enhanced by convenient, comfortable, safe and cheap air travel
- which makes overseas holidays a need in order to deal with modern day pressure
- travel to work is no longer stressful but comfortable.
- Iconic landmarks related to transport illustrate man's remarkable / commendable / marvellous industrial ingenuity / creativity / ability
- and they reflect community's distinct / unique character.

In **Paragraph 6**, the author highlights that there are some who fail to see the value of transport and the benefits it brings. Instead, they are obsessed with the downsides and problems brought about by transport: traffic congestion, worsening carbon footprint and endangering lives of pedestrians. The author also points out the erroneous blame on transport for

- our vulnerability to injurious acts by extremists
- the rapid erosion of local culture and tension in society due to the influx of migrants.

The author states that travel can broaden one's mind, but sceptics think that we could never be united politically.

In the penultimate paragraph (**Para 7**), the author emphasises the importance of air, land and sea transport networks – lifelines to our existence. Using an analogy, he draws a parallel between the vital function of arteries and veins to keep us in good health and alive and the critical need for an efficient and wide transport system to make a city vibrant and viable economically.

**Para 8 Conclusion**

The concluding paragraph ends with a reference to using time travel as a theme in science fiction cult classic *Doctor Who*, emphasising that the power of imagination can be applied to transport and travel. She illustrates this by highlighting the recent success of space exploration, with China jumping on the bandwagon in this endeavour recently.

