

General Certificate of Education  
January 2008  
Advanced Subsidiary Examination



**ENGLISH LANGUAGE AND LITERATURE  
(SPECIFICATION A)**

**NTA1**

**Unit 1 Language Production**

Thursday 10 January 2008 1.30 pm to 2.45 pm

**For this paper you must have:**

- an 8-page answer book.

Time allowed: 1 hour 15 minutes

**Instructions**

- Use blue or black ink or ball-point pen.
- Write the information required on the front of your answer book. The *Examining Body* for this paper is AQA. The *Paper Reference* is NTA1.
- Answer **both** questions.
- Do all rough work in the answer book. Cross through any work you do not want to be marked.

**Information**

- The maximum mark for this paper is 150.
- Question 1 carries 100 marks, while Question 2 carries 50 marks.
- You will be marked on your ability to use good English, to organise information clearly and to use specialist vocabulary where appropriate.

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Answer **both** questions.

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- 1 Your task is to write the text of a **short talk**, alerting your audience to some of the issues raised by one of the following:

- climate change
- knife crime
- any other issue of your own choice.

If you wish, you may use Text A **or** Text B to give you ideas for your talk. You should aim to persuade your audience to agree with your ideas.

You are advised to write approximately 300 – 400 words. *(100 marks)*

- 2 Write a commentary that explains the choices you made when writing your talk, commenting on the following:

- your vocabulary and style in relation to the audience and purpose for your writing
- the content and structure of your text.

*(50 marks)*

**END OF QUESTIONS**

## Text A

## Curb cheap flights, urge climate researchers

**Hilary Osborne, Tuesday October 17, 2006, *Guardian Unlimited***

Carbon dioxide emissions from air travel could account for two-thirds of the UK's emissions targets by 2050 unless the government takes action to restrict demand for flights, academics said today.

The government's policies on aviation, which support an expansion in airports that will more than double passenger numbers from 200 million in 2003 to 470 million in 2030, will prevent it reaching its targets on emissions, a report by researchers from Oxford University said.

Emissions from air travel have doubled since 1990, to make up 6% of the UK's carbon footprint.

Forecasts suggest that the increase in flights will mean that, by 2050, emissions from aviation could be between four and ten times higher than they were in 1990, making it almost impossible for the government to achieve its target of reducing carbon dioxide emissions by 60%.

"The government has to confront the contradictions in its policies," said Dr Brenda Boardman, the project leader of Oxford University's environmental change institute.

"Unless the rate of growth in flights is curbed, the UK cannot fulfil its commitments on climate change. If government wants to be confident about achieving its targets, it has to undertake demand management. Relying on technological fixes alone is totally unrealistic."

The Oxford University report – Predict and Decide: Aviation, climate change and UK policy – ... argues that increasing the tax passengers pay on flights will be a much more immediate and effective way to deter them from travelling.

It says the cost of leisure and business flights has fallen in real terms over the past 15 years, and this has driven at least 40% of the growth in air travel.

Increasing ticket prices by 10%, by raising air passenger duty, could reduce demand by between 5 and 15%, the report's authors said.

As the majority of flights are made by better-off sections of society who are taking advantage of cheap air travel to fly more, this would not prevent the less well-off from travelling but deter richer members of society from taking unnecessary flights.

Dr Sally Cairns, one of the report's authors, said: "If the government wants to reduce aviation growth, it has the power to act now."

"Raising air passenger duty would help to counter reductions in fares, which are estimated to have been responsible for at least 40% of recent aviation growth."

Her co-author, Dr Carey Newson, said there was evidence that the public would back an increase in taxes on air tickets.

Dr Newson said: "Opinion polls should encourage the government to revisit its aviation policy. A majority now favour airlines paying higher taxes to reflect environmental damage, even if this means higher airfares."

Joss Garman, a spokesman for the anti-air travel group Plane Stupid, said either the prime minister's policy on aviation or his policy on climate change had to give.

"What we're talking about here is 'our ability to live on earth', as Al Gore put it, versus our ability to live in Tuscany on the weekends," he said.

"As we casually float around the point of no return, the government needs to face the reality that its tax breaks for the aviation industry and its plans for airport expansion fly in the face of the science."

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**Text B****The epidemic of crime that has brought death and misery to the streets**

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**By Jason Bennetto**

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Yet another knife murder made headlines yesterday when a 22-year-old man was jailed for life for stabbing to death a student who had done nothing more than look at him.

Thomas Grant, 19, was stabbed in the chest on a packed train by Thomas Wood as Mr Grant made his way home from university.

Wood, who pleaded guilty to murder at Preston Crown Court, was told he will serve a minimum term of 21 years for stabbing Mr Grant with a four inch-long kitchen knife on a Virgin train from Glasgow to Paignton in Devon as it passed through Tebay, Cumbria on 27 May.

This murder appears to be part of an upsurge in killings involving knives. High profile cases this year include the stabbing to death of Kiyan Prince, 15, outside a school in Edgware, north London. The trend in recent years, however, has not supported the idea of a British knife culture. The number of violent crimes involving knives in England and Wales has declined over the past 10 years.

Home Office records show that the number of people killed with a sharp instrument in 1994 was 231. In 2005 that number was a near-identical 236 out of the total number of murders (820). But this year, things seemed to take a turn for the worse.

The British Crime Survey suggested that the number of muggers using knives in 2005 increased dramatically from 24,290 to 42,020 – a rise of 73 per cent. There were 91 serious attacks between May and June this year, 19 of them fatal.

In total, 5,784 people were convicted of carrying a knife or blade in 2004, compared with 3,511 in 2000.

The number of children aged 12 to 14 convicted of carrying knives at school doubled between 2000 and 2004 to 170.

The Youth Justice Board announced that carrying a knife was the most common offence among children excluded from school.

In 2004 the British Crime Survey estimated that 60,000 children aged 11 to 16 were carrying knives.

Anecdotal evidence suggests that more people are carrying knives, often, they claim, as a means of protection from attack.

Concern prompted a nationwide knife amnesty starting in May that resulted in more than 18,000 weapons being handed in.

Yesterday's court case revealed how deadly a knife can prove – Thomas Grant died from a single stab wound to the chest which went through his lung and into his main artery.

Source: *The Independent*, 11 November 2006

**END OF EXTRACTS**

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**Text A:** an extract from an article 'Curb cheap flights, urge climate researchers', by Hilary Osborne, published 17 October 2006, in *Guardian Unlimited*, from the website [www.politics.guardian.co.uk](http://www.politics.guardian.co.uk). Copyright Guardian News & Media Ltd 2006.

**Text B:** an extract from an article, 'The epidemic of crime that has brought death and misery to the streets', by Jason Bennetto, from *The Independent* newspaper, published 11 November 2006.