General Certificate of Education
June 2007
Advanced Level Examination

GERMAN **GR6T/GR6V**
Unit 6 Yesterday, Today and Tomorrow

Examiner's Material

To be conducted by the teacher examiner between 16 April and 8 June 2007 (GR6T)
To be conducted by the visiting examiner between 16 April and 8 June 2007 (GR6V)

Time allowed: 35 minutes (including 20 minutes preparation time)

Instructions

- During the 20 minutes preparation time candidates are required to prepare **one** of the two reporting and discussion cards given to them.
- Candidates may make notes during the preparation time only on the Additional Answer Sheet provided. **They must not write on the card.**
- Candidates should take the reporting and discussion card with them into the examination room. They may refer to the card and any notes they have made at any time during the reporting and discussion section of the test.
- Candidates should hand the reporting and discussion card and the Additional Answer Sheet to you before the start of the conversation section of the test.

Information

- The test will last approximately 15 minutes and will consist of a reporting and discussion card (5 minutes) and a conversation based on topics studied during the A2 course (10 minutes).
- There are questions on each of the cards to provide guidance on the type of question you will ask.
- Candidates will be expected to respond to questions and discuss in **German** issues arising from the chosen card.
- Candidates must **not** use a dictionary at any time during this examination.

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Text A

Health Issues

‘Restaurant for Anorexics’ to open in Berlin

By **Ruth Elkins,** Berlin

A restaurant for anorexics[1]? What food would it serve? Next month Berlin will become the first city in the world to find out.

Sehnsucht (“Longing”), a cosy 50-seater cantina in the German capital’s leafy Tiergarten district, is the brainchild of a former anorexic, employs a bulimic[2] waitress and has an anorexic chef presiding over a menu that deliberately distances dishes from the ingredients they contain. Developed with the help of a nutritionist, the menu will list non-food names like *Hallo* (in reality a lobster bisque), *Heisshunger* (“Ravenous Hunger”, a rack of lamb), and *Seele* (“Soul”, which will appear at your table in the form of a cappuccino crème dessert).

“The concept has been especially created with an anorexic in mind,” said *Sehnsucht’s* manager, Katja Eichbaum, 32, a former office clerk who battled with her own disorder for 15 years. “Anorexics have to be taught that eating out can be fun.” All portions will be “normal sized” and the restaurant will be open to non-anorexics as well.

Restaurants critics have their doubts. “I’m not sure I can see it being a commercial success,” said Michael Pöpple, food editor and restaurant critic at Berlin’s main listing magazine, *Zitty*. “Berlin restaurant-goers are renowned for wanting to try new things, but I think non-anorexics might be confused by what they can expect to actually eat at an anorexics’ restaurant.”

Sehnsucht’s opening comes in the wake of news that Germany’s star Olympic swimmer Franziska van Almsick battled anorexia as a teenager. The government is also launching a campaign to beat childhood obesity, a problem researchers believe can lead to eating disorders in adult life. Experts say the number of those suffering from eating disorders in Germany has tripled over the past 10 years, and have welcomed the restaurant.

“I think it’s a great idea, even if I do have serious doubts about it,” said Andreas Schnebel, a psychologist and anorexia specialist at Germany’s largest eating disorder support and advice centre. “Normal therapy often fails, and if anorexics can re-learn that eating can be fun at this restaurant, then that’s wonderful.”

Source: *The Independent on Sunday*, 7 Oct.2004

[1] anorexic – *magersüchtig*
[2] bulimic – *ess-brech-süchtig, bulimisch*

Fragen

- Worum geht es hier?
- Was ist das Besondere an diesem Restaurant und den Speisen, die es dort gibt?
- Welches Ziel verfolgt das Restaurant?
- Was für andere Ernährungsprobleme werden in Deutschland diskutiert?
- Warum gibt es Ihrer Meinung nach so häufig Essstörungen bei jungen Menschen?

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Text B

Future of Europe

Splendid isolation

By **Ian Traynor,** Vienna

"Wien ist anders" is the slogan that the Austrian capital has used to market itself for decades, rather effectively. Vienna is different indeed. In five years, Wolfgang Schüssel, the usually bow-tied Christian Democrat Austrian chancellor, has sprung twice to international prominence – on both occasions to lead his country into international isolation.

Last weekend, Mr Schüssel managed to isolate Austria again, this time 24-1, in his resistance to offering EU membership talks to Turkey. He held out for more than 30 hours of tense Luxembourg negotiations before caving in; being paid off with simultaneous EU talks for Croatia which, like Austria, is predominantly Roman Catholic.

Most Austrians, however, give not a fig whether Mr Schüssel was being stupid or mean. All the political parties from left to right, with the exception of the Greens, supported his near-veto on Turkey. In the opinion polls, supporters of an EU Turkey are outnumbered by an astonishing 9-1.

Austrian fear of the Turk appears hardwired into the national psyche. Every Viennese pupil learns of the ordeal inflicted on the city by the Turks in 1683 when the Hapsburg capital nearly fell to the Ottoman besiegers. Austria stood against Turkey. The siege was lifted and Vienna saved Europe and Christendom from the Islamic invader.

It is easy and cheap to play on these historical myths and clichés. The hard right currently has Vienna plastered in posters declaring "Vienna must not become Istanbul", referring to a fear of a poor Turkish migrant invasion should Turkey eventually join the EU. Austria already has the third biggest community of Turks in the EU after Germany and France. For the same reasons of historical rivalry, the very word Turk can serve as a term of abuse in Viennese.

Britain and Austria represented the two antagonistic poles in Luxembourg, both on Turkey and Croatia. With Austrians 9-1 against, it is hard to see how Turkey can win that one.

Source: *The Guardian*, 5 Oct.2005

Fragen

- Worum geht es hier?
- Warum ist Wolfgang Schüssel wieder in den Schlagzeilen?
- Wie ist die Meinung der meisten Österreicher über die Türken?
- Wovor hat man in Österreich besonders Angst, wenn die Türkei der EU beitritt?
- Wie beurteilen **Sie** die Chancen der Türkei, Mitglied der EU zu werden?

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Text C

Racism

Join us, Schröder tells migrants

By **Hannah Cleaver,** Berlin

Chancellor Gerhard Schröder has warned Germany's immigrant population to come out of the ghettos and integrate better into society, saying he will not allow a foreign culture to develop inside the country.

"A democracy can neither tolerate lawless areas, nor parallel societies," he said in an address aimed at the more than three million Muslims in Germany, most of whom are Turks or of Turkish descent.

"The diversity of cultures in our society is a fact, which cannot be reversed, and which we do not want to reverse. But no culture can separate itself from the social fabric."

While Berlin nervously eyes a recent wave of anti-Islamic violence in Holland, Mr Schröder has tried to tread carefully in Germany's immigration and tolerance debate.

Germany's large immigrant community was created in the 1960s with the "Gastarbeiter" who settled in western industrial areas and followed the usual pattern of immigrants, living in certain areas of the cities. This enabled many to get by without learning to speak German, helping to make them the targets for neo-fascists, as well as victims of institutionalised discrimination.

However, Mr Schröder's speech at the Jewish Museum in Berlin on Saturday was the hardest line he has taken. It moves him nearer to his interior minister, Otto Schily, who has questioned the existence and even desirability of multi-culturalism.

While warning against being dragged into a "fight between cultures", Mr Schröder said immigrants living in Germany had to "clearly and unmistakably support our rule of law and our democracy".

Yesterday, however, around 20,000 Muslims attended a demonstration in Cologne under the motto "Hand in hand for peace and against terror".

Fritz Behrens, the state interior minister for North Rhine Westphalia, told the rally that Muslims should distance themselves from extremism. But he warned against putting Islam as a religion under a general suspicion, saying it would exclude devout Muslims.

Source: *The Daily Telegraph*, 22 Nov.2004

Fragen

- Worum geht es hier?
- Mit welchem Appell hat sich der Bundeskanzler an die Einwanderer gewendet?
- Welche Probleme hatten die Gastarbeiter in Deutschland?
- Wie sind die Beziehungen zwischen Muslimen und Deutschen?
- Wie sehen **Sie** die Probleme von eingewanderten Bevölkerungsgruppen in europäischen Ländern?

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Text D

Transport Issues

Swiss blast their way through Alps for historic rail link

By **Stephen Castle,** Europe Correspondent

Swiss engineers have blasted through the last few metres of rock to complete a new Alpine rail tunnel that could change the face of European transport. Drilling ended yesterday on the Loetschberg tunnel, the world's third longest rail tunnel, hailed as a giant step forward for Europe.

Moritz Leuenberger, Switzerland's Transport Minister, saw this breakthrough as somewhat symbolic. He told guests at a special ceremony that with this project the Swiss were "helping to build Europe".

The Loetschberg tunnel is just over 21 miles long and links Frutigen, near the capital Bern, with Raron. The massive engineering project is one of a series of tunnels designed to help move lorries off the congested roads of Switzerland, Austria and France and on to shuttle trains. For Alpine countries environmental and safety problems have been growing rapidly; more than 4,000 heavy lorries cross the Swiss Alps by road every day leading to traffic jams, air pollution and accidents.

When it is completed in 2007, the Loetschberg tunnel should shorten the journey time between Germany and Milan by an hour. But, at a cost of more than €10 bn (£6.8 bn), the project is well over budget and 11 people have been killed during construction.

During the next decade two further transalpine routes are due to be built as part of an effort to get more freight traffic off the roads. Though funding has been a key problem, there was a recent breakthrough when EU transport ministers reached agreement on the so-called "Eurovignette", which sets up a charging structure for tolls.

The deal will allow operators to charge a premium over and above the cash needed to repay construction costs, helping to make the projects economically viable. However they will still expect significant EU funding which has yet to be allocated.

Source: *The Independent*, 29 April 2005

Fragen

- Worum geht es hier?
- Was ist der Zweck dieses neuen Tunnels durch die Alpen?
- Mit welchen Verkehrsproblemen haben die Alpenländer zu kämpfen?
- Warum sind Projekte wie der Loetschberg-Tunnel gut für Europa?
- Wie sollten Ihrer Meinung nach solche Verkehrsprojekte finanziert werden?

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Text E

Distribution of Wealth

Rolex-wearing count's guide to stylish penury

Kate Connelly, Berlin

AN ARISTOCRAT who has fallen on hard times is on the verge of making a fortune by writing a guide to teach Germans how to live in style on a shoestring.

Count Alexander Graf von Schönburg-Glachau has cashed in on the growing fear that the good times are over. High unemployment and growing numbers of lay-offs have led to an era in which scrimping and saving have become national pastimes.

In his book, *The Art of Stylish Poverty*, Count von Schönburg-Glachau, 35, unveils the secrets of leading a quality life on very little money, based on his own experience.

After he lost a well-paid job as a columnist for the prestigious *Frankfurter Allgemeine* newspaper three years ago, the bailiffs were at his heels and he had trouble providing for his wife and three children.

Over 220 pages, he tries to convince his fellow countrymen to live more like him and dump "a few things you once thought necessary" – ditch the car, throw away your mobile phone, find an old aunt to darn your socks, take pride in second-hand clothes and relinquish your gym membership in favour of walks through the park.

Everyone in Germany is going to get poorer, says the count, whose family's fortune was built on mining in Saxony, but who now rents "modest" flats in Berlin and Potsdam.

He turns for advice to his sisters, Fürstin Gloria von Thurn und Taxis and the London-based Maya von Schönburg, both prominent society figures who are estimated to be worth more than £1 billion between them.

But thriftiness has its limits, the count admits, making no attempt to hide the platinum Rolex he has received from his friend, the Sultan of Brunei. He admits that he will have particular difficulty living by his own rules now that his book has been such a success. "I'm well aware that the modesty that I preach in the book will be much more difficult to practise when I'm flush once again."

Source: *The Daily Telegraph*, 3 May 2005

Fragen

- Worum geht es hier?
- Warum wurde das Buch in Deutschland ein so großer Erfolg?
- Was empfiehlt der Autor, um Geld zu sparen?
- Können wir den „einfachen" Lebensstil des Grafen ernst nehmen? Warum (nicht)?
- Wie denken Sie über den Lebensstil von „Leuten mit zu viel Geld", etwa Fußballspielern oder Pop-Sängern?

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Text F

Science and Technology

China's 270 mph flying train could run on London to Glasgow route – with German technology

Andrew Clark, transport correspondent

Described as "flying on the ground", Shanghai's 270 mph magnetic floating railway has impressed British ministers. But plans to build a London to Scotland line would cost at least £16 bn, according to feasibility studies sanctioned by Downing Street.

Known as the Maglev (magnetic levitation) train, the German system, on which a train floats above a fixed electromagnetic rail, uses new technology which could transform modern ground transport. It has already proved successful on a short route which has been operating for over a year between Shanghai and the city's Pudong airport. Plans are now afoot to use the new technology elsewhere in China.

The German company behind Shanghai's Maglev, Transrapid International, has spent 18 months working on a "pre-feasibility" plan for Britain which has concluded a basic cost would be £20 m a kilometre. Jochen Kruse, Transrapid's project manager in Shanghai, said Britain's hilly terrain was ideal for the Maglev, which can be angled at a gradient of up to 10%, against the 4% for conventional rail. This means less investment in bridges and cuttings. The Maglev is attracting followers around the world: Germany wants one for an airport link in Munich. The US government is due to choose imminently between three Maglev schemes: a Baltimore to Washington railway, an airport link in Pittsburgh or a 31-mile track through the Nevada desert linking Las Vegas with casinos on the Californian border, which could be extended to Los Angeles.

The Shanghai system, inaugurated in January 2003 by the German Chancellor, Gerhard Schröder, and the Chinese premier, Zhu Rongji, has been open for 18 months and has carried more than 2 million people.

But not everybody is impressed. Apart from the high building cost and the enormous energy consumption, critics question the durability of the technology – one of the two tracks has been shut for long periods while engineers adjust troublesome electric cable.

Source: *The Guardian*, 6 June 2005

Fragen

- Worum geht es hier?
- Was ist neu an diesem Transportsystem?
- Warum könnte die neue Technik besonders für Großbritannien geeignet sein?
- Wie groß ist das Interesse an der Transrapid-Magnetbahn weltweit?
- Welche Argumente könnte man gegen ein solches Projekt anführen?

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