

Anglo-Chinese School
(Independent)



PRELIMINARY EXAMINATION 2020
YEAR FOUR (EXPRESS)

HUMANITIES
Paper 1 Social Studies
(2272/01, 2273/01, 2274/01)

Monday

27 July 2020

1 h 45 min

INSTRUCTIONS TO CANDIDATES

Section A is **COMPULSORY**. You must answer **all parts** of Question 1.

Answer **BOTH** parts of Question 2 from Section B.

Write your answer on the writing paper provided.

INFORMATION FOR CANDIDATES

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

This question paper consists of 7 printed pages including the cover page.

[Turn over

SECTION A (Source-Based Case Study)

Question 1 is **compulsory** for all candidates.

1 Exploring Citizenship and Governance

Study the Background Information and the sources carefully and answer all the questions.

You may use any of the sources to help you answer the questions, in addition to those sources you are told to use. In answering the questions, you should use your knowledge of the issue to help you interpret and evaluate the sources.

(a) Study Source A.

Do you think the cartoonist supported the ban on PMDs? Explain your answer, using details of the cartoon. [5]

(b) Study Sources B and C.

How similar are the sources? Explain your answer. [7]

(c) Study Source D.

Why was the source published? Explain your answer. [6]

(d) Study Sources E and F.

Which of these two sources is more useful as evidence that the ban on PMDs is justified? Explain your answer. [7]

(e) 'Singaporeans welcomed the ban on the PMDs.'

Using all the sources in this case study, explain how far you would agree with this statement. [10]

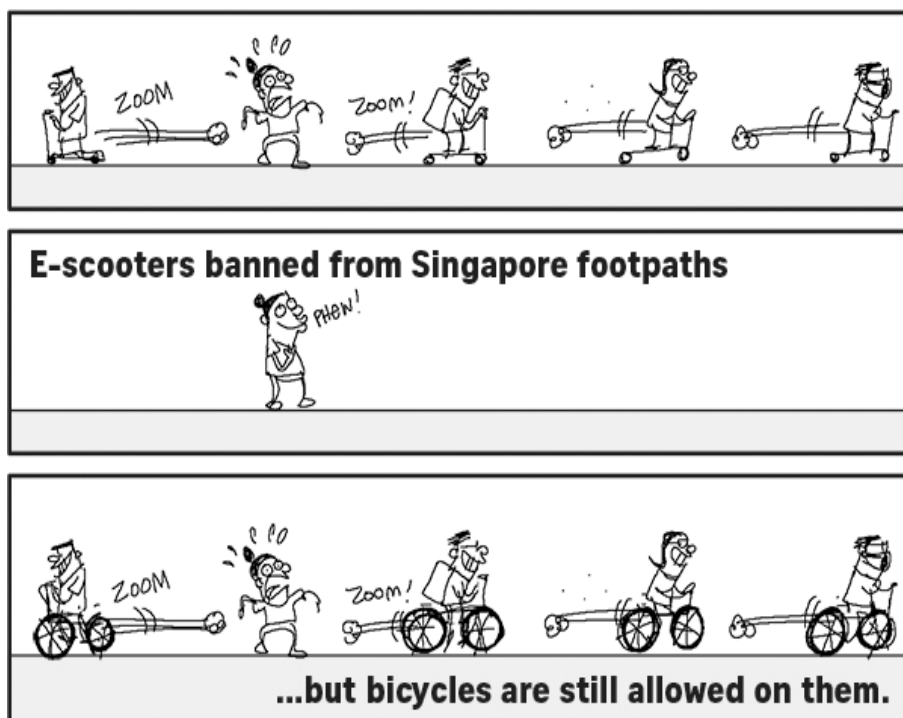
How has banning the PMDs affected Singapore?

BACKGROUND INFORMATION

The Singapore Government imposed a ban on the Personal Mobility Device (PMD) on all footpaths on 5 November 2019. From April 2020, mandatory inspection of registered e-scooters commenced, and the ban on all motorised PMDs on footpath took effect. The move followed a spate of injuries and fatal accidents involving PMDs, as well as fires in public housing blocks caused by faulty e-scooter batteries. Prior to this, PMDs such as e-scooters, e-bikes and other eco-mobility vehicles have largely been popular either for short commutes or as first-and-last-mile modes to complement longer trips on public transport. The Active Mobility Unit (AMU), set up by the Land Transport Authority in 2015, had also introduced a slew of soft measures which included clear rules and codes of conduct relating to the use of footpaths, cycling paths and shared paths. Though the government states the biggest reason for putting the ban in place is public safety, many Singaporeans have been divided on the ban - some welcome the move while some launched a petition asking the authorities to allow PMD riders to continue using public footpaths.

Study the sources below carefully to examine the impact of banning PMDs in Singapore.

Source A: *A local cartoonist's view about the PMDs, published in November 2019.*



Source B: *A comment by Walter Theseira, a transport economist and associate professor at the Singapore University of Social Sciences, published in an online newspaper, 4 November 2019. He is also a Nominated Member of Parliament (NMP).*

Walter Theseira said the Lion City's move was "reasonable" as enforcement and education efforts had not worked. He said there was a small group of "reckless, hard core riders" who were resistant to the government efforts and that they had turned public opinion against all PMD users. "[The government] has to make a decision because the public fear is too significant and there is a valid point there because pedestrians have a right to be free from fear." He also warned the ban's effectiveness might prove limited, if it prompted PMD riders to switch to other modes of transport such as bicycles, power-assisted bicycles or motorcycles. "There is a concern, then, that we may simply be transferring the problem from PMDs to bicycles," he said. "We have to ensure that we don't take our eye off education and enforcement efforts."

Source C: *The viewpoints of retailers published in an online newspaper, 5 November 2019.*

"We are extremely disappointed with this new rule that has taken us by surprise," said Mr Koh, a member of the Government's Active Mobility Advisory Panel which was set up in July 2015 to deliberate on the rules and regulations that govern the active mobility landscape, which includes cycling and the use of PMDs. "A lot of people and businesses are affected. Even the future economy is affected." Following the news, Mr. Koh said that he received calls from PMD retailers who were outraged. The announcement also sparked at least three online petitions calling for a reversal of the ban. "Whatever requirements that the authorities had been coming up with, we have been trying our best to comply, even in coming up with initiatives to make things better...But by restricting e-scooters to only bicycle paths, shared paths, there is very limited connectivity," said Mr. Wilson Seng, president of the PMD Retailers Association of Singapore.

Source D: *From an article published in an online newspaper, 23 December 2019.*

From 1 January 2020, the Land Transport Authority (LTA) will take a zero-tolerance approach against errant e-scooter riders caught on footpaths who do not abide by the law. But one rider will continue to defy the ban despite being aware of the penalties if he gets caught. Mr. Ariffin, a full-time food delivery rider of three years feels he has little choice because he has three young mouths to feed. [Though] the government and three major food delivery companies have put up a \$7 million grant for users like Mr. Ariffin to trade in e-scooters for other devices, he said the scheme is of little help to him. "The grant works as a reimbursement. But I don't have another \$2,000 to buy another device right now and changing jobs is also not an option," he said. "This job gives flexibility in case I need to go home to help with the kids," he added.

Source E: *From an article published in an online newspaper, 13 Nov 2019, a day after a dialogue between Dr. Lam Pin Min, Senior Minister of State for Health and Transport, and the food delivery E-scooter riders.*

As food delivery riders continue to lobby MPs [Members of Parliament] to review the ban on riding PMDs on footpaths, Senior Minister of State for Transport Dr. Lam Pin Min reiterated that the government is taking the impact on their livelihoods very seriously...and the \$7 million assistance scheme announced last Friday is one way [the government] is helping PMD riders switch to an alternative vehicle to continue working. Also, in the hall was opposition politician Goh Meng Seng, the secretary-general of the People's Power Party. He said in a Facebook post that he told Dr. Lam the \$7 million grant to help delivery riders switch to e-bikes put their lives at higher risk of getting hit by cars on the road.

Source F: *A comment by a Singaporean on Millennials of SG*, 9 November 2019.*

The issue is that both pedestrians and riders had been taking safety for granted. Should we have been more careful on these shared paths, having PMDs around really shouldn't be that big of a problem. Many PMD users did not even regard the speed limit with importance. It was found that some PMD riders often were "travelling at more than twice the speed limit." It [also] doesn't help that pedestrians are often glued to their phones since we unconsciously assume that our footpaths are a safe space for us. Most of all, we simply do not have adequate infrastructure to support the widespread use of mobility devices on our streets, especially when these devices are becoming increasingly popular.

**Millennials of SG - an online editorial and video platform that aims to be the voice of millennials in Singapore*

SECTION B (Structured-Response Question)

Question 2 is **compulsory** for all candidates.

2 Being Part of a Globalized World

Study the extracts carefully, and then answer the questions.

Extract 1

Teen bullied for loving books gets an avalanche of support from those who love reading, too

Thirteen-year-old Callum Manning wanted to share his love of reading with the world, so on February 23, he created an Instagram account where he posted photos of the books he has read. It started with a post about a Stephen King novel. Kids Callum's age can be exceptionally cruel. A group of them created a group chat where they bullied him for his love of books and then invited him to join. After subjecting him to emotional abuse, they kicked him out of the chat. His older sister, Ellis, was understandably upset about the cruelty, so she tweeted about the group chat, hoping about "20 or 30 of my friends [would] like a few of his posts or follow him or give him some words of encouragement." Just a few hours after the tweet, Callum received thousands of followers on his page. In just three days, he's up to nearly 400,000 followers. He's also received countless messages of support through the page.

Extract 2

The number of multi-national corporations (MNCs) have been growing in the last 50 years as companies which have a global presence, and are able to benefit in many ways such as lowering costs and gaining expertise in the many countries that they have access to.

Extract 3

The world has been 'shrunk' as people and organisations have been able to share information and communicate much more efficiently due to advancements in technology. The Covid-19 situation has shown us how information regarding the spread, severity and management of this disease can be shared very quickly through advancements in communication technology.

- (a) Extract 1 shows an incident where interconnectivity due to advancements in technology had caused hurt to an individual. This interconnectivity was also responsible for ways that people could help the individual overcome the hurt that he suffered.

In your opinion, besides the example given in Extract 1, how can individuals who are exposed to this kind of interconnectivity be helped by other individuals or groups to overcome problems or dangers due to activities online?

Explain your answer using **two** ways.

[7]

- (b) Extracts 2 and 3 are about the driving forces of globalisation – advancements in communication technology and the growth of MNCs.

In your opinion, is the growth of MNCs a more important driving force of globalisation than advancements in communication technology?

[8]

End of Paper

Copyright Acknowledgements:

- Source A <http://chewonitcomics.blogspot.com/2019/11/Ita-really-screwed-e-scooter-users.html>
- Source B <https://www.scmp.com/week-asia/health-environment/article/3036252/singapore-bans-electric-scooters-footpaths-after-spate>
- Source C https://www.todayonline.com/singapore/e-scooter-footpath-ban-pedestrians-cheer-move-users-say-black-sheep-have-won?cid=h3_referral_inarticlelinks_03092019_todayonline
- Source D <https://www.tnp.sg/news/singapore/e-scooter-user-ill-defy-footpath-ban-so-i-can-feed-my-kids>
- Source E <https://www.straitstimes.com/singapore/transport/impact-of-pmd-ban-on-delivery-riders-taken-seriously-lam-pin-min-says-after>
- Source F <https://millennialsofsg.com/2019/11/09/e-scooter-ban-cant-have-nice-things/>

HUMANITIES
Paper 1 Social Studies
(2272/01, 2273/01, 2274/01)

LORMS for Year 4 SS Prelim Exam 2020

(a)	Study Source A. Do you think the cartoonist supported the ban on PMDs? Explain your answer, using details of the cartoon.	[5]
Level	Descriptor	Mark
1	Support or does not support, without inference, description only	1
2	Makes inference to show support/does not support, evidence not provided <i>Award 2 marks for one inference, 3 marks for two inferences</i> E.g. The cartoonist supports the ban – there is safety for the pedestrians on footpaths after the ban (If student states there is danger/fear/worry for the pedestrians – acceptable to L2/2 only – does not address point of how the ‘support’ is shown in the cartoon – safety/relieve/lack of worry AND/OR The cartoonist does not support the ban – the ban seems ineffective/not enough in ensuring safety for the pedestrians on footpaths.	2-3
3	Makes inference to show support/does not support, evidence provided <i>Award 3 marks for one inference, 4 marks for two inferences, well supported and clearly explained</i> E.g. The cartoonist supports the ban – there is safety for the pedestrians on footpaths this is seen in the pedestrian feeling safer walking on the footpath without the PMDs zooming around at high speed → she looks relieved and happy as compared to the first panel where there were many PMD riders zooming past her, threatening her safety. (L3/3) (if student states there is danger for the pedestrians– attained L2/2 only – does not address point of ‘support ban’ which shows cartoonist wants ‘safety’) OR (this is a higher inference mark as overall message is addressed) (focus of the above is only on the cyclists speeding) The cartoonist does not support the ban– not approve of the ban seems ineffective/not enough in ensuring safety for the pedestrians on footpaths (those who indicated pointless/useless – not so accurate but mark also given). This is seen in there is still danger when walking on	3-4

	footpath after the ban. This time the menace is from the bicycle-riders where in the third panel the woman is seen again being threatened/terrorised by riders but now, instead of PMD riders in the 1st panel, by speeding cyclists. (Attained L3/ 3-4) Attained L3/3 if does not support/lacked evidence of 'speeding' → not just issue of existence of cyclists but their speeding that is the issue L3/3 if student states that it is unfair of laws Cannot accept – want to ban cyclists/bicycles from footpath – the focus of cartoon is the behaviour of riders	
4	Deeper analysis on attitude/perspective of cartoonist which explains Does not support with relevant source details/evidence and explanation (candidate able to see a 'does not support' perspective based on the cartoonist's comment on the <u>behaviour of riders on the footpaths</u>) <i>Award 5m for well-explained inferences, including message and intended impact, otherwise 4m if evidence/explanation provided is insufficient.</i> (L3) The cartoonist does not support the ban as it seems <u>ineffective/not enough in ensuring safety for the pedestrians on footpaths</u>. This is seen in there is <u>still danger</u> when walking on footpath after the ban. This time the menace is from the bicycle-riders where in the third panel the woman is seen again being endangered by riders but now, instead of PMD riders, by <u>speeding cyclists</u>. The <u>speeding PMD riders would just switch to another mode of transportation and the inconsiderate/endangering behaviour had not been dealt with as the 1st and 3rd panel seem to have same people who are riding different vehicles at great speed.</u> + The cartoonist does not support the ban as he thinks that the PMD ban does not deal with the underlying problem – it is not the vehicle that is the problem but the behaviour of the reckless/speeding riders which is the problem that causes anxiety/danger to pedestrians(Accept this for 5m) and more could be done to educate riders to be more responsible when sharing the footpath with the pedestrians – (the importance of co-existence and practising inclusiveness when using public goods such as the footpaths. optional) Or + The cartoonist feels that the PMD ban does not deal with the underlying problem. He is critical of the ban as he believes that more could be done to eliminate threat to /help with safety of pedestrians from speeding	4-5

vehicles on footpaths *through guidelines/laws for riders* who should exercise more considerate riding conduct along shared footpaths.
 (if candidates states banning cyclists from footpaths – action not focusing on message of cartoonist – focus on vehicle not behaviour)

(b)	Study Sources B and C. How similar are the sources? Explain your answer.	[7]
Level	Descriptor	Mark
1	Describes sources	1
2	False matching/ No valid BOC	2
3	Similarities/differences in content, unsupported	3
4	Similarities and/or differences in content, supported Award maximum of 4 marks if similarities OR differences in content is supported Award 5-6 marks if similarities and differences in content are supported, with 5 marks awarded for weaker comparisons and 6 marks awarded for stronger ones <u>Similarities</u> E.g. Banning the PMDs is not a solution SB: Create more issues → <i>“He also warned the ban’s effectiveness might prove limited, if it prompted PMD riders to switch to other modes of transport such as bicycles, power-assisted bicycles or motorcycles”</i> SC: Might lead to adverse economic impact → <i>“A lot of people and businesses are affected. Even the future economy is affected.”</i> E.g. Government puts in effort to promote & ensure safety and proper usage of PMDs SB: <i>Government’s “enforcement and education efforts”/ [The government] has to make a decision because the public fear is too significant and there is a valid point there because pedestrians have a right to be free from fear”</i> SC: <i>Government’s Active Mobility Advisory Panel which was set up in July 2015 to deliberate on the rules and regulations that govern the active mobility landscape, which includes cycling and the use of PMDs / “Whatever requirements that the authorities had been coming up with, we have been trying our best to comply, even in coming up with initiatives to make things better”</i> And/Or	4-6

	<u>Differences</u> E.g. Different reactions to the ban on PMDs SB: supported the ban→‘the Lion City’s move was “reasonable” as enforcement and education efforts had not worked’ SC: does not support the ban→‘extremely disappointed with this new rule that has taken us by surprise’ and ‘the announcement also sparked at least three online petitions calling for a reversal of the ban’	
5	Similarities or differences in content, supported and Purpose Award 6 marks if explain 1 similarity OR difference in content, supported & purpose	6
6	L4 + difference based on purpose SB: Being a transport expert and an NMP, to persuade all that public education still needed to promote safety awareness so support the ban SC: Retailers’ viewpoint is largely driven by profits so are inclined to appeal for a reversal of ban so that their business would not be adversely affected	7
(c)	Study Source D. Why was the source published? Explain your answer.	[6]
Level	Descriptor	Mark
1	Describes source details	1
2	Infers content/purpose, unsupported <i>Award 2m for Content unsupported and 3m for Purpose unsupported</i> <u>Content</u> E.g. SD tells us the scheme is ineffective hence defies/does not support the ban SD shows the ban adversely affects the livelihood of Food delivery riders <u>Purpose</u> E.g. SD hopes to evoke sympathy for the delivery food riders SD criticises the ineffectiveness of scheme to help the riders affected by the ban	2-3
3	Infers content/purpose, supported Content, supported & explained (4m)	4-5

	<u>Content</u> E.g. Source D tells us the scheme is ineffective hence defies/does not support the ban. This can be seen from Source D that says “the grant works as a reimbursement. But I don't have another \$2,000 to buy another device right now and changing jobs is also not an option” Purpose only, supported & explained (5m) E.g. SD criticises the ineffectiveness of scheme to help the riders affected by the ban and asks for govt. to lift/review the ban so that better measures can be implemented	
4	L3 + Purpose, context and outcome explained <i>Award 6m for a well explained purpose and outcome.</i> Context: <i>The riders gradually feeling the impact of the ban (ban was introduced on 5 Nov and source published on 23 December) to hurt their source of income and help from govt. is deemed ineffective/lacking to help with sustaining their livelihood</i> Outcome: <i>Hope to get the policymakers as well as food delivery companies to review the ban and to put in better schemes to help the riders so that they would not be adversely affected/can comply with the ban.</i>	6
(d)	Study Sources E and F. Which of these two sources is useful as evidence that the ban is justified? Explain your answer.	[7]
Level	Descriptor	Mark
1	Describes details of the source without directly addressing the question OR Useful/not useful based on the provenance only	1

2	Useful/Not useful based on content (unsupported) E.g. SE: Useful to show ban is justified as there is a scheme to help affected riders. (Superficial/weak point) SE: Not useful to show ban is justified as the help rendered by the govt does not seem effective to help those affected by the ban such as the food delivery riders. Furthermore, SE is also limited in usefulness as it did not even mention about how other people such as the PMD retailers (who are equally affected by the ban) would be helped. OR E.g. SF: Useful as the ban is justified as it is in the best interests of Singaporeans to ensure that they are safe walking on the footpaths.	2
3	Useful and/or Not useful based on content/purpose only to show the ban is justified (Supported) <i>Award 4 marks for valid claims of both sources</i> E.g. SE: Useful to show ban is justified as there is some help rendered by the govt. (Superficial/weak point) E.g. SE: Not useful to show ban is justified as the help rendered by the govt does not seem effective to help those affected by the ban such as the food delivery riders. E.g. SE: Not useful to show ban is justified as it creates other safety issues for the food delivery riders. <i>According to SE, "the Government is taking the impact on [the riders'] livelihoods very seriously...and the \$7 million assistance scheme announced last Friday is one way [the government] is helping PMD riders switch to an alternative vehicle to continue working". This measure, however, is challenge/questioned by Goh Meng Seng, the secretary-general of the People's Power Party who "said in a Facebook post that he told Dr. Lam the \$7 million grant to help delivery riders switch to e-bikes put their lives at higher risk of getting hit by cars on the road".</i> E.g. SE: Not useful as it did not mention how other people such as the PMD retailers (who are equally affected by the ban) would be helped. AND/OR E.g. SF: Useful to show the ban is justified as safety is a concern. Supported by SF: <i>"The issue is that both pedestrians and riders had been taking safety for granted. Should we have been more careful on these shared paths, having PMDs around really shouldn't be that big of a problem"</i>	3-4

3	Useful/Not useful based on weak cross-reference (Superficial or weak explanation) E.g. SE: Useful to show ban is justified as there is some help rendered by the govt. <i>CR to Source D for support</i> (Superficial/weak point- some misinterpretation of Source E)	4
4	L3+ Useful/Not useful based on cross-reference to other sources OR evaluate Purpose of 1 source <i>Award 6 marks for two valid cross-references (Content) OR Award 6m for explanation of 1 valid content (with CR) and purpose of 1 source</i> E.g. SE not useful as though there is a scheme to help, it does not seem effective to help those affected by the ban <i>According to SE, “the Government is taking the impact on [the riders’] livelihoods very seriously...and the \$7 million assistance scheme announced last Friday is one way [the government] is helping PMD riders switch to an alternative vehicle to continue working”. This measure, however, is challenge/questioned by Goh Meng Seng, the secretary-general of the People's Power Party who “said in a Facebook post that he told Dr. Lam the \$7 million grant to help delivery riders switch to e-bikes put their lives at higher risk of getting hit by cars on the road”.</i> CR to Source D: <i>“the scheme is of little help to him. The grant works as a reimbursement. But I don't have another \$2,000 to buy another device right now and changing jobs is also not an option”.</i> AND/OR SF: The ban is justified as safety is a concern. Supported by SF: <i>“The issue is that both pedestrians and riders had been taking safety for granted. Should we have been more careful on these shared paths, having PMDs around really shouldn't be that big of a problem”</i> CR to Source B: <i>presence of “reckless, hard core riders” who were resistant to the government efforts and that they had turned public opinion against all PMD users”</i> <i>Award maximum 5m if only 1 source analysed, 2C or 1C & 1P (Accept other valid explanations and CR)</i>	5-6
5	L4+ Utility judged according to perspective/provenance/purpose <i>Award 7m for valid evaluation of the usefulness of 1 source, supported.</i> SF: Useful based on balanced perspective and purpose of SF The ban is likely justified if everyone (both govt., community as well as PMD riders included) plays their part to ensure peaceful coexistence and that public good such as the footpath is utilized in a responsible manner. Purpose: Raising awareness that without a collective effort to ensure safe use of PMD, the ban is justified.	7

(e)	'The ban on the PMDs is a welcoming move.' Using all the sources in this case study, explain how far you would agree with this statement.	[10]
Level	Descriptor	Mark
1	Writes about statement, no valid source use	1
2	Agree/Disagree arguments, supported by evidence and explanation	2-4
	Yes, I would agree, supported by: SA- This is seen in the pedestrian feeling safer walking on the footpath without the PMDs zooming around at high speed→ she looks relieved and happy SB- Applauded the Lion City's move as "reasonable" as enforcement and education efforts had not worked SF- More need to be done before PMDs are allowed on footpath again as seen in "we simply do not have adequate infrastructure to support the widespread use of mobility devices on our streets, especially when these devices are becoming increasingly popular" No, I would not agree, supported by: SB- transport expert also warned about the limitation of the ban's effectiveness as seen in "if it prompted PMD riders to switch to other modes of transport such as bicycles, power-assisted bicycles or motorcycles...there is a concern, then, that we may simply be transferring the problem from PMDs to bicycles" SC- dire impact on the economy as seen in "a lot of people and businesses are affected. Even the future economy is affected" SD- the scheme is not a practical solution as seen in one PMD rider who "will continue to defy the ban despite being aware of the penalties if he gets caught" and "he said the scheme is of little help to him" SE- raises safety concerns for the riders as seen in an opposition member "said in a Facebook post that the \$7 million grant to help delivery riders switch to e-bikes put [the riders'] lives at higher risk of getting hit by cars on the road"	

L3	Both Agree AND Disagree, supported by detail and explanation 1 Y/1 N - 2 sources -> 5 marks 1 Y/2 N or 2 Y/1 N – 3 sources -> 6 marks 2 Y/2 N - 4 sources -> 7-8 marks 2 Y/3 N or 3 Y/2 N – 5 sources -> 8 marks *Note: Consideration on number of sources used and the quality of analysis in deciding on marks in L2 and L3.	5-8
Bonus Marks (L2/L3)	** To score additional 2 marks, candidates can take any of these routes: • By analysing at least one source in relation to its reliability, utility or sufficiency (whether there is anything lacking in the source). • By sharing example(s) from contextual knowledge. • By giving a balanced conclusion/resolution. <u>By giving a balanced conclusion / resolution</u> *Must give a new perspective beyond what is talked about in the sources <i>E.g. I agree that the ban on the PMDs is welcomed, especially when safety issues are concerned. It, however, is not welcomed due to other problems which might have arisen due to the ban such as livelihood concerns...</i> <u>Through analysing one source in relation to its utility/reliability/sufficiency</u> <i>E.g. I agree that the ban on the PMDs is welcomed as Source F is reliable in explaining the reason why the ban is implemented. It blames both the riders and pedestrians as they behave irresponsibly on the footpaths. It is also objective/not biased as it suggests that more work needs to be done by all e.g. govt. in planning infrastructural support in the future before PMDs are allowed on footpaths again. Similarly, individual riders and retailers also play equally a vital role to ensure safety concerns are looked into as well. This is also supported by Source B which states “we have to ensure that we don’t take our eye off education and enforcement efforts” to drive home the urgent message that more public education effort and laws are needed. In this way, everyone knows he/she has a part to play to ensure public good like the footpath is used in a safe and responsible way.</i> <u>Disagree/Agrees with source(s) by sharing example from contextual knowledge</u> *Any other valid examples should be accepted <i>E.g. In conclusion, I disagree that the ban on the PMDs is a welcoming move. For one thing, we are moving away from becoming a car-lite society in Singapore. It is possible that the ban might have been a rather drastic</i>	+1 or 2 marks

	<i>decision. Given more time and effort put into public education, inculcating social responsibility as well as civic mindedness in Singaporeans, we could develop into a more caring society. Moreover, roads are public goods – everyone should be entitled to safety when walking on them, as supported by Source E. Also, there are people with many different types of needs, and it will be extremely selfish to deprive others to earn a living when PMDs are banned seen in the case of the delivery rider in Source C.</i>	
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Section B: Structured-Response Question

2a) In your opinion, besides the example given in Extract 1, in what ways can individuals who are exposed to this use of interconnectivity be helped by other individuals or groups to overcome problems or dangers due to activities online? Explain your answer using two ways.

level	marks	descriptor
1	1	Writes about topic
2	2-4	Identify strategy(s) (2-3m) Describe strategy(s) (3-4)
3	5-7	L2 + Explain 1 strategy (5-6m) L2 + Explain 2 nd strategy (6-7m)

i) Problem Children who might be targeted by online predators to buy illicit material/goods eg drugs/cigarettes or cause them harm (abuse)

who can help: Businesses/NGOs – businesses which provide online services / NGOs which – information / seminars / talks for parents/adults in authority to help them set boundaries/ manage / observe and identify behaviours that indicate that children have been targeted by harmful people online

ii) Individuals who may be taken in by online scams / purchase online products/services

who can help: government – dissemination of information to public – scam alerts (methods, data on how many people have been victims and how to protect selves from scammers) – disseminate to workplaces (for employers and colleagues to be alert, schools for lessons, parents

iii) Individuals who purchase online products/services (e.g banking and companies)
Banks and Online purchasing platforms/companies eg grocery providers Redmart Qoo10 EAmart etc which have capacity to use fintech to protect transactions - ensure no hacking of accounts – access to deduct money from credit cards/bank accounts – protect the individuals who have transactions with banks and companies/purchasing platforms

2b) In your opinion, is the growth of MNCs a more important driving force of globalisation than advancements in communication technology?

level	marks	Descriptor
1	1,2	Writes about topic
2	3,4	Describes 1 factor (3m) 2 nd factor (4m)
3	5-7	Explain 1 factor (5-6m) Explain 2 nd factor (6-7m)
4	8	L3 (6-7m) + relative importance of each factor explained

21st century globalisation occurs and increases in pace and intensity due to a few driving forces which cause increased **interconnection and interdependent relationships and activities between countries, companies and countries throughout the world**. One of the important driving forces of globalisation has been the growth of MNCs. MNCs have **economic activities** in more than 1 country. *The growth of MNC in number and size has increased their control of international trade and investment and the interlinking of many economies throughout the world. Their global span of operations in search of greater efficiency in sourcing for materials, lower costs in production and new markets helps drive globalisation as they increase economic interconnections between people and goods throughout world. An example is Starbucks Coffee Company. It has operations in 65 countries. This MNC causes interconnections between countries because of its multi-national supply chain as its coffee beans are normally sourced from countries in Asia, Africa and America. They are then transported and roasted in USA and India which are packed and finally delivered to 65 countries across the world. (L2/3) This example shows how the operations of an MNC links/connects different economic sectors in different countries through economic activities. The final product of a cup of coffee from Starbucks can only be available from the economic activities of many countries from around the world. Therefore, this shows how the growth of MNCs cause greater interconnectivity and is an important driving force of globalisation. (L3/6)*

OR

21st century globalisation occurs and increases in pace and intensity due to a few driving forces which cause increased **interconnection and interdependent relationships and activities between countries, companies and countries throughout the world through sharing of ideas**. One of the important driving forces of globalisation has been the growth MNCs. MNCs cause interconnectedness because they *facilitate the exchange of ideas between people/organisations/companies/countries in different parts of the world. For example, foreign-owned Novartis and Roche collaborated with local institutions in Singapore to conduct research and develop solutions to improve healthcare around the world. This is seen in the partnership between Swiss company Novartis and EDB of Singapore through the Novartis Institute of Tropical Diseases caused a breakthrough in identifying new drugs to treat malaria (L2/3). This causes interdependent relationship between these MNCs and the institutions as they are able to help each other in reaching their goals of better healthcare products and solutions. This shows how the growth of MNCs cause greater interconnectivity through exchange of ideas and is therefore, an important driving force of globalisation. (L3/6)*

Advancements in communication technology is an important driving force of globalisation as they allow for increased **interconnection and interdependent relationships and activities between countries, companies and countries throughout the world through sharing of ideas and communication speed can be very fast and even instantaneous**. With the invention of the smartphone there has been increasing use of mobile communications. Greater access to the internet, communication and exchange of information across the world is facilitated. For instance, with prevalence of the smartphone usage and the myriad of mobile applications that can be used on it, people are instantly connected to information from all over the world through the search engines that they can access on their smartphones. They are also able to make transactions such as banking arrangements, money transfers and purchases and able to send messages or WhatsApp call/facetime and skype people to have speak directly to a person in another part of the world. (L2/4) This convenience of communication and access to information has shrunk the world causing greater interconnectivity through exchange of information and ideas and is therefore, an important driving force of globalisation. (L3/7)

In my opinion, advancement in communication technology is a more important driving force of globalisation as the growth of MNCs rely on (comparison based on relationship) advancements in communication technology to be able to control and monitor their systems, logistics, communications and financial transactions so that their businesses can run smoothly throughout the world as dissemination of information, feedback and transactions can be done quickly. In this day and age, it is impossible for any MNC to not rely on updated communications technology to run its worldwide/regional empire. Therefore, advancements in technology is a more important driving force as it MNCs and also individuals and countries rely on communication technology to keep the world interconnected.

(or you can argue that AiTiC more important as it is used by many more people – individuals and countries also use it and are interconnected and interdependent as well)

Alternatively

In my opinion, neither factor is a more important driving force of globalisation as both play different roles in increasing interconnectivity (comparison based on criteria – roles different) in driving globalisation. MNCs drive globalisation through creating interconnectivity between countries, companies and individuals through their vast business network of supply and production chains and this includes how it is able to use advancements in transportation as well to be able to run their business. Advancements in technology create interconnectivity for countries, companies and individuals as well. therefore, in a globalised world, interconnectivity and interdependence are driven by both at different levels due to the prevalence of the impact of both in different lives and organisations.