

ΥΠΟΥΡΓΕΙΟ ΠΑΙΔΕΙΑΣ ΚΑΙ ΠΟΛΙΤΙΣΜΟΥ
ΔΙΕΥΘΥΝΣΗ ΑΝΩΤΕΡΗΣ ΚΑΙ ΑΝΩΤΑΤΗΣ ΕΚΠΑΙΔΕΥΣΗΣ
ΥΠΗΡΕΣΙΑ ΕΞΕΤΑΣΕΩΝ

ΠΑΓΚΥΠΡΙΕΣ ΕΞΕΤΑΣΕΙΣ 2008

Μάθημα: ΑΓΓΛΙΚΑ

Ημερομηνία & ώρα εξέτασης: Πέμπτη, 29 Μαΐου 2008

7.30 π.μ. - 10.45 π.μ.

ΤΟ ΕΞΕΤΑΣΤΙΚΟ ΔΟΚΙΜΙΟ ΑΠΟΤΕΛΕΙΤΑΙ ΑΠΟ ΠΕΝΤΕ (5) ΣΕΛΙΔΕΣ

Να απαντήσετε σε όλα τα ερωτήματα.

I. WRITING SKILLS

(25 MARKS)

Write a composition of about 250 - 300 words:

The Internet brings people together. Discuss.

II. READING SKILLS

(40 MARKS)

Read the text below and do ALL the exercises that follow:

Transcending the automobile

It is an indisputable fact that bicycles are an inexpensive and efficient means of personal transportation, especially for short trips and in densely populated areas. Also, bike riders do not generate air or noise pollution, do not rely on petroleum or other non-renewable resources for fuel, and don't **require** a lot of space for travel or parking.

Perhaps the best examples of bicycle-friendly countries are the Netherlands and Denmark, where the governments have built thousands of kilometres of bike paths to give cyclists safe and uninterrupted routes separated from motor vehicle traffic. Bicycle sales in the Netherlands last year were 1.5 million, which means that almost 10 percent of the population bought new bikes. According to the European Cyclists' Federation, one-quarter of all journeys made in the Netherlands are made by bicycle, and in some cities the number is one-half. For Denmark the figure is slightly lower; one-fifth of all journeys are made by bike.

Another example of a bicycling country is China. Decades ago, with a policy of mass producing inexpensive bicycles, organising pro-cycling campaigns and building infrastructure for non-motorised traffic, Chinese authorities **deliberately** set out to provide affordable transportation to citizens. Today China has a higher number of bicycles per capita and a higher percentage of daily trips made by bicycle than any other country. Ironically, that policy may have been too successful over the years, particularly in the larger cities. Transportation researchers and governmental officials acknowledge that in some urban areas there is too much bicycle traffic and have proposed greater use of buses to relieve congestion in the streets.

So why aren't more of us riding? Unfortunately, not all societies consider the bicycle an important and practical means of transportation, therefore they do not actively encourage people to pedal. The difference between those places where bike riding is promoted and those places where automobile use is encouraged is not due to geography, climate, or standard of living. According to researcher John Purcher, the difference is due to **enlightened** transportation policy and strong government support.

For bicycles to become popular for personal transportation in those places where people are **currently** dependent on cars, especially in large cities, at least two conditions are necessary. First, drivers must be required to respect the rights of cyclists. In every country there are drivers who arrogantly believe that roads are for cars and trucks only and, as a result, endanger the safety of cyclists. Second, there must be a greater awareness of the economic, environmental, and health benefits of using bicycles and of the economic, environmental, and health risks created by dependence on motor vehicles. Ideally, bike paths should be **constructed** to provide safe and direct routes to numerous urban destinations. Also, elected officials need to show **genuine** leadership in solving problems of traffic congestion by supporting alternative means of transportation (including mass transit) rather than simply building more roads to accommodate more cars. Perhaps the best way to create a more positive attitude towards cycling is the simplest: (re)discover the simple pleasure of riding a bike!

A. Choose the best answer a, b, c or d in each case according to the passage: (5 x 2 = 10 marks)

1. Bicycles are a very good means of personal transportation because they

 - a. give riders prestige.
 - b. don't cost much.
 - c. are user-friendly.
 - d. won't be stolen.

2. The number of bicycle journeys made in the Netherlands
 - a. is higher than that made in Denmark.
 - b. is not precisely known.
 - c. is said to be statistically insignificant.
 - d. constitutes 20% of all journeys made.

3. To relieve bicycle traffic in Chinese urban streets, government officials have suggested
 - a. increasing the price of bicycles.
 - b. walking to work.
 - c. more use of public transport.
 - d. the building of wider avenues.

4. Not enough people are riding bicycles because of
 - a. their country's geography.
 - b. negative social views.
 - c. their high standard of living.
 - d. insufficient bicycle paths.

5. In this passage the author
 - a. emphasises the drawbacks of bicycle use.
 - b. refers to personal experience with public transport.
 - c. encourages the use of bicycles.
 - d. explains why people insist on using cars.

B. Answer the following questions on the passage: (3 x 3 = 9 marks)

1. Give three (3) reasons why bike riding is environmentally friendly.
2. Find three (3) pieces of evidence in the passage showing that the Netherlands is a bicycle-friendly country.
3. List the three (3) ways in which Chinese authorities turned China into a bicycling country.

C. Extended writing: (15 marks)

According to the text, how can the use of bicycles for personal transportation become popular?

In your opinion, what are the health benefits of cycling and how can officials in Cyprus make people aware of them?

Write about 80 - 100 words.

D. Match the words in Column A, in bold in the text, with the words / phrases in Column B. More words than needed are given.

(6 x 1 = 6 marks)

COLUMN A

COLUMN B

- | | |
|-----------------|------------------|
| 1. require | a. real |
| 2. deliberately | b. composed |
| 3. enlightened | c. built |
| 4. currently | d. need |
| 5. constructed | e. wise |
| 6. genuine | f. cautiously |
| | g. intentionally |
| | h. at present |

III. LANGUAGE USAGE

(15 MARKS)

A. Complete the second sentence so that it has a similar meaning to the first sentence. Use the word in bold and other words to complete each sentence. Do not change the words given.

(5 x 1 = 5 marks)

1. "Don't sit on that chair, Brian; it's broken," she said. **(warned)**
She on that chair because it was broken.
2. It was wrong of you to borrow your sister's blouse without asking. **(have)**
You your sister's blouse without asking.
3. I didn't forget to post that letter. **(remember)**
I can clearly that letter.
4. I really regret upsetting her so much last night. **(wish)**
I her so much last night.
5. Could you keep the noise down, please? **(mind)**
Would you the noise down?

B. Fill in the gaps in the following passage with only ONE word.
(10 x 0,5 = 5 marks)

Women and Cycling

As the bicycle became safer and more comfortable, women - at least the more daring women - finally had the chance 1. experience the enjoyment and freedom 2. pedalling a bike. At that time in many places, women 3. generally not permitted to perform strenuous exercise out of 4. mistaken fear that the female constitution was too frail. Fortunately, the bicycle helped change that notion, and 5. more women rode, they demanded lighter, looser clothing 6. permitted greater freedom of movement. 7. loose ankle-length trousers worn under a short skirt, called *bloomers*, became popular among women 8. rode bicycles. In 1896 the American feminist Susan B. Antony said, "I think bicycling has done more to emancipate women 9. anything else in the world. 10. gives a feeling of freedom and self-reliance."

C. Fill in the gaps in the following passage with the correct form of the words given in brackets.
(10 x 0,5 = 5 marks)

The bicycle builder

Arthur Dillon designs some of the most unusual bicycles ever seen. His 1. (**FASCINATE**) with wheels started when he was a young boy. He began by 2. (**BUILD**) a small aeroplane, using a bike wheel as a steering wheel. Now he makes bikes that are 3. (**COMPLETE**) different from ordinary bicycles, in that many of them are much 4. (**BIG**). Arthur Dillon gets his 5. (**INSPIRE**) from pictures he finds in old magazines, but he always adds some 6. (**INNOVATE**) touches of his own. For example, one of his favourites, the monocycle for two 7. (**CYCLE**), was inspired by a 19th century idea. Unfortunately, it's 8. (**LEGAL**) to ride it in traffic because it has no brakes. Dillon also designed the Colossal Tricycle, the 9. (**LARGE**) tricycle in the world. He built a low seat for 10. (**SELF**) and a higher one for his son.

- ΤΕΛΟΣ ΕΞΕΤΑΣΗΣ -