



Unit Number

**U3028603/KC4T**

**Key Skills**

**Communication**

**Level 4 - Oil Tanker Spillage**

**Tuesday 14 June 2005**

**Total Marks: 50**

**No. of Questions: 4**

**Time: 2 hours 30 minutes (including reading time)**

**Materials required for examination**

This question paper

The source booklet

An answer booklet

A pen with black or blue ink

**You may NOT use a dictionary**

**Instructions to Candidates**

Do NOT open this test paper until you are told to do so by the supervisor.

In the boxes on the answer book, write your centre number, registration number, surname and initials. The paper reference is shown above.

If you use extra paper, make sure it has your name and registration number on it and is securely attached to your answer booklet.

At the end of the test, hand the test paper, the Answer Booklet(s) and all notes to the supervisor.

Marks will be awarded for accuracy of spelling, punctuation and grammar.

**Information for Candidates**

There are two parts to this test.

Part A (total 26 marks) consists of 3 short-answer questions.

Part B (total 24 marks) consists of 1 extended-answer question.

Read each question carefully and try to answer ALL the questions.

**Advice to Candidates**

You are reminded of the importance of clear and orderly presentation in your answers.

First published in 2005

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Ref: COM/L4/3.2/P32

## Part A Short answer questions - Oil Tanker Spillage

Read documents 1 to 6 then answer the following questions

- Document 1      Flying flags of convenience, *Kust en Zee*, 1 July 2002
- Document 2      Adapted from 'A saga of single hulls, double standards and too many flags of convenience' by David Osler. *The Independent*, 20 November 2002
- Document 3      Adapted from 'Ageing begins early for double-hulled crude carriers Shipping' by David James, *Shipping Times*, October 1997
- Document 4      Adapted from 'The prescription and enforcement of pollution standards' by R R Churchill & A V Lowe, *The Law of the Sea*, 1988
- Document 5      Adapted from 'Spain and Portugal clash over responsibility for sinking' by Elizabeth Nash & Anne Penketh, *The Independent*, 20 November 2002
- Document 6      Adapted from Exxon Valdez Fact Sheet 6, March 1999.

**In this section you will be given marks for:**

- evaluating and synthesising information from different sources
- communicating relevant information with accuracy, effectively using a form, structure and style which suits your purpose

1 Identify and evaluate one different negative effect of flags of convenience from each of documents 1, 2 and 4.

**7 marks**

2 Consider how the reactions of Spain and Portugal to the *Prestige* disaster differ from the reaction of the USA to the *Exxon Valdez* incident using information from Documents 4, 5 and 6.

**9 marks**

3 Double hull tankers may not be the answer to all of the problems facing the environment. However the EU has decided to ban all single hull tankers in the near future. Write an article of between 400 and 500 words for a national broadsheet newspaper promoting the case for further investigation of this issue. You should base your answer on the information from Documents 2 and 3.

**10 marks**

**Please go on to the next page**

## Part B Extended answer question - Oil Tankers

In this section you will be given marks for:

- organising and clearly presenting relevant information, illustrating what you say in ways that suit your purpose, subject and audience
  - varying your use of vocabulary and grammatical expression to convey particular effects, enable fine distinctions to be made, achieve emphasis and engage the audience.
- 4 You have been asked by the International Maritime Organisation to write a report on the causes of recent oil spillages, considering possible ways of preventing future disasters and making clear recommendations. You should base your report on information from Documents 1 to 6 and include a consideration of the significance of the use of flags of convenience.

24 marks

# End of test