

YEAR 12 *Trial Exam Paper*

2018

**ENGLISH AS AN ADDITIONAL
LANGUAGE (EAL)**

Section C Exam Practice

TASK BOOK

Instructions

A question and answer book is provided with this task book.
Refer to instructions on the front cover of the question and answer book.
You may keep this task book.

Students are NOT permitted to bring mobile phones and/or any other unauthorised electronic devices into the examination room.

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* Note that some texts that have been previously published have been edited for the purposes of the Section C task.

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SECTION C – Argument and persuasive language**Scenario 1: Paid parking****Background information**

The River Bay Council announced that parking meters would be installed in the small town of Murrumbul, requiring drivers to pay for parking from 1 January 2019. Murrumbul is a thirty-minute drive away from the larger town of River Bay.

The following letters to the editor were published in the local newspaper, *Bayside News*, in response to the announcement of the paid parking. An image was published alongside the letters.

Paid parking? Not in my town!

I've never seen Murrumbul as united as it is now, and we have the council's insane paid parking scheme to thank.

The whole thing is very suspicious. First, the council commissioned a parking report to discover if there was a lack of parking in town. This important parking report relied on only one day of parking data – and they chose a busy Saturday in the middle of summer, when a large arts market was being held on the oval. Yes, it was busy in town that day. Yes, lots of visitors came to visit the market and you couldn't get a park for miles. But this day is *not* representative of a normal day in Murrumbul. This was pointed out to staff in a community consultation meeting to discuss the parking report, and ignored. Even still, this parking report did not recommend paid parking as a first intervention.

No wonder people in town are very angry. We didn't ask for paid parking; we have repeatedly told the council during 'community consultation' meetings that we don't want paid parking, and what are we getting? Paid parking! And they're using *our* ratepayers' money to fund it!

Paid parking affects councils almost in the same way crack cocaine affects drug addicts. They don't care about the harm it does to a community. Once they have tasted it, they must have more. We've seen what's happened in River Bay: the dollars are pouring into those ugly parking meters and now the council has money to make a big mess. They've started chopping down trees to widen the roads, hired more unfriendly rangers to patrol the beach to fine dog-walkers, and knocked down the old cinema for a huge new shopping complex. The place has lost its charm. I avoid it at all costs.



I have a very dear friend in River Bay who runs a business. She lost 20 per cent of her income the year that the council introduced paid parking there. That wiped out any profit margin and meant that she was working for nothing and losing money in her small business, leaving her \$100,000 in debt!

The only businesses in her street to actually profit from paid parking were the cafes, which benefited from quicker turnaround of customers. All other retailers lost money, some as much as 40 per cent of their turnover. People had time to eat but not to shop – and while the council might have gained a few million dollars in revenue, the net loss to the community has been tens or even hundreds of millions. People lost their jobs, businesses lost their profit and visitors to the town were furious that they had received a \$180 fine for overstaying a one-hour limit with no provision for putting more coins in the meter – plus a crazy demand to move their vehicle to a different ‘zone’ with no indication of where that zone might be. I don’t want this madness in my main street.

And while Murrumbul residents won’t be required to empty our wallets into the meters, what about our friends and family who come to visit? What about our neighbours and colleagues who live on the border of town and are not eligible for an exemption, but still need to come into town to drop off their kids at school, go to the shops or go to work? Penalising them for parking in town is harsh and unreasonable and will split our community.

The other thing that will suffer is the Murrumbul ‘brand’. It’s hardly the sort of destination where people expect a parking fine. Our allure is in the peaceful lifestyle, the meandering river and the old-fashioned feel. Parking meters are for cities, congested urban areas and maybe (maybe) busy tourist areas like River Bay. They are not for Murrumbul, as they turn it into exactly the sort of place that people have left behind to visit us here in this picturesque country town.

Luca Mahoney, Murrumbul

Council failure

River Bay Council has failed to exercise due diligence in relation to putting in paid parking in Murrumbul.

Paid parking is being touted as a ‘tourist tax’ that will raise money for our town but won’t affect the locals. This is just not logical. As any local will tell you, our tourists are day visitors from River Bay. They come here for a leisurely shop, coffee and lunch and are therefore unlikely to park in an enforced one-hour or even two-hour parking zone. We’ll lose them to our neighbouring towns, which offer the same old-style shops and attractions without the parking ticket.

If the council wants to tax tourists and generate revenue for Murrumbul, as it has been claiming, it needs to come up with a more logical plan that takes into account actual data – not just information from one inaccurate study – about our tourists’ behaviour.

Good governance requires both good data and real community engagement in order for informed decisions to be made. Something has gone horribly wrong in the process of investigating whether we should have paid parking in Murrumbul.

Claudia Crow, Murrumbul

**END OF SCENARIO 1
TURN OVER**

SECTION C – Argument and persuasive language**Scenario 2: #BanTheBag****Background information**

The online petition ‘Ban the Bag’ was published on change.org – a website where people can publish and sign petitions.

The petition was created by the television news and opinion program *The Project*, in conjunction with environmental organisation Clean Up Australia.

The petition is accompanied by a photograph of NSW Premier Gladys Berejiklian, Victorian Premier Daniel Andrews and WA Premier Mark McGowan, as well as a graphic.

A comment by a student, Jo, follows the petition.

change.org

Start a petition Browse Contributions

#BanTheBag in NSW, Victoria and WA



Sign this petition

170,991

170,991 have signed. Let's get to 200,000.

...

Sign

The Project has teamed up with Clean Up Australia to call on NSW Premier Gladys Berejiklian, Victorian Premier Daniel Andrews and WA Premier Mark McGowan to #BanTheBag. These three great Australians could see single-use non-biodegradable plastic bags banned across Australia, thanks to existing bans in South Australia, Tasmania, the Northern Territory and the ACT, and an impending ban in Queensland. Support for existing bans is overwhelming. In South Australia, 81% of the consumers strongly support the ban, as do 73% of Territorians and 70% of Australians living in the ACT.

Currently, Australians use an estimated four to six billion plastic bags each year. That's ten million bags every day. Every minute, we send 7150 plastic bags to landfill. But eighty million plastic bags never make it to landfill and instead end up in our litter stream, killing 100,000 birds and marine animals every year. On average, it's estimated we use a single-use plastic bag (like you'd find at Coles and Woolworths) for just twelve minutes. And that same bag could take up to 1000 years to break down. A plastic bag you use today will share this planet with your great-great-great-great-great-great-great-great-great-great-grandchildren.

Turtles, whales, other marine mammals and seabirds suffer especially from ocean pollution, and from entanglement in or ingestion of marine debris, including plastic bags. Many marine creatures, such as turtles, mistake plastic bags for jellyfish, one of their main food sources, which causes blockages within their digestive systems and can even lead to death.

It's estimated that over half the world's sea turtles have eaten plastic – an extremely worrying statistic given that nearly all species of sea turtle are already classified as 'endangered' by the World Wildlife Fund. Only one in 1000 sea turtles survives to adulthood, so any death is significant.



SCENARIO 2 – continued
TURN OVER

Many countries around the world, from China to Italy, Papua New Guinea to France, Taiwan to the Netherlands, have already banned plastic bags. But despite supporting in spirit the banning of plastic bags, the premiers of NSW, Victoria and Western Australia are yet to lead on the issue. We want them to #BanTheBag so that Australia is not left behind as the rest of the world addresses this serious and avoidable environmental disaster.

The big supermarkets aren't going to do this without a government policy. They say they comply with government regulations, and they continue to offer single-use plastic bags to give customers a choice. And while some environmentally aware customers already bring reusable bags to the shops, others need a bit of a reminder to change their habits of grabbing handfuls of plastic bags every time. A ban at the state level will enforce these changes.

So who will lead the way? NSW, Victoria or Western Australia? Who will ban the bag first? Gladys Berejiklian, Daniel Andrews or Mark McGowan? Whose name will our great-great-great-great-great-great-great-great-great-great-grandchildren read in their history books?

Once you've signed, contact these great Australians directly and encourage them to lead the way and #BanTheBag!

COMMENT

These decisions are being rushed based on emotion and not enough research. Replacing shopping bags with other materials may solve some environmental issues but will make others worse. Paper bags need to be reused at least four times to have less impact on the environment in terms of resource and energy use and greenhouse outcomes, according to a UK study. For cotton bags, it's 173 times. As for the green bags bought at supermarkets, an Australian study found that if they are used fewer than fifty-two times then their impact on global warming is greater than single-use plastic bags.

Look at the life span of a free plastic bag you'd get from a supermarket. In my house, we reuse these to line the bins and take them out to pick up after the dog. If I stop getting these bags for free, it means I'll need to start buying bin bags and dog poo bags – so will we really be using less plastic?

When Ireland introduced a fifteen Euro cent 'plastax' on free plastic bags, *The Guardian* reported a 400 per cent increase in bin liner and large black garbage bag sales. The plastic in the replacement bags is thicker and a bigger threat to the environment than the thinner plastic in the free bags used in stores.

I'm not 'for' plastics. I want to help the environment too – but sometimes the emotional reaction is not the best one in the end. Let's do more research and make the best decision for our beautiful country and our precious Earth.

Jo, student (Environmental Management & Sustainability)

SECTION C – Argument and persuasive language**Scenario 3: Facebook for children****Background information**

Facebook is a social media and networking service. Users must be at least thirteen years old to create an account.

Facebook recently announced the creation of ‘Messenger Kids’, a service designed for children aged six to twelve.

YourSay is an Australian radio program to which listeners can call or text their opinions on current issues. The transcript of the program about Facebook for children was published on the radio’s website, along with an image.



Matilda Clark: Hello and welcome to *YourSay*, the talkback segment where you get to call in and have your say on the issues of the day. I'm your host Matilda Clark and today we've heard that Facebook is launching 'Messenger Kids', a social media messaging app aimed at six- to twelve-year-olds. Here's what Facebook had to say:

Audio comment from spokesperson: *Today, in the US, we're rolling out a preview of Messenger Kids, a new app that makes it easier for kids to safely video chat and message with family and friends when they can't be together in person. After talking to thousands of parents, organisations like the National Parent-Teacher Association, and parenting experts in the US, we found that there's a need for a messaging app that lets kids connect with people they love but also has the level of control parents want.*

To give kids and parents a fun, safer solution, we built Messenger Kids, a standalone app that lives on kids' tablets or smartphones but can be controlled from a parent's Facebook account. Whether it's using video chat to talk to grandparents, staying in touch with cousins who live far away, or sending Mom a decorated photo to say hi while she's working late, Messenger Kids opens up a new world of online communication to families.

Matilda Clark: We've got Zara on the line from Winchelsea. What do you think, Zara?

Zara: Look, I think this is crazy. There are just so many issues involved here. The first being that six is far too young to be on social media! Little kids, like my six-year-old daughter, should be out playing with worms or painting on real paper, not counting 'likes' or sending selfies. She should be learning how to communicate face-to-face with her peers, not wasting hours online. She's got a whole lifetime ahead of her for that. We're seeing all the data coming out about the negative effects of social media on teens – mental health issues, online bullying, FOMO* ... why on earth would we wean even younger kids on this?

Secondly, I just don't trust Facebook. They say there's full parental control over who your child is friends with and able to video chat with. They say there's no advertising and that your child's data will be kept private. They say the content is fully 'kid-friendly'. But look what happened to the YouTube Kids app – it's been infiltrated by disturbing and creepy videos that some evil people are targeting at kids. Apps like this are never 100 per cent safe from hackers. Imagine what could happen if dodgy people with dangerous intentions hacked your kid's photos and videos or were able to talk to them.

I mean, I see what they're doing. Get kids in young, get them addicted to the product, then when they turn thirteen they can 'graduate' to the adult Facebook where their data can be legally accessed and turned into targeted advertisements. As a marketer, I see the appeal. As a parent, I see big problems.

Matilda Clark: Oh no, scary stuff, thanks Zara. Dane's calling in from Kiama with his opinion. Dane?

Dane: Yeah, hi Matilda. I think the previous caller is being slightly overdramatic. I'm a Grade 6 teacher, so my class is full of eleven- and twelve-year-olds, and I tell you what, most of them are on Facebook and Instagram and Snapchat already. They're lying about their age to get on there, either with or without their parents' permission. Sounds to me like this new app is excellent training for social media. Now they can do it legitimately, with parental control. If parents have to approve every contact, there shouldn't be any strangers on there. It's certainly safer than the adult versions that many of them are on anyway. I think this could be a great opportunity for parents to teach their kids about safe and responsible use of social media and messaging.

As an educator, I don't think there's any point in ignoring what happens in the real world and saying that kids should not be allowed on social media. They love taking photos, watching videos, using apps and games, and chatting. Those with older siblings will always want to try out what their siblings are doing. I see this at school every day. These kids are going to grow up to be much more adept in the digital universe than we are. I think it's the parents' role to supervise kids when they start getting interested in social media. You wouldn't push your kid down a steep slope on a two-wheel bicycle on their first attempt – you'd prop them up with training wheels and stay by their side until they can take off on their own. And you certainly don't need to force or even encourage them into it – just wait until they become interested, and then be there to help. Messenger Kids sounds like a good solution to me.

Matilda Clark: Thanks for that, Dane. Listeners, what do *you* think? Call or text in to have your say.

* FOMO is an acronym for 'Fear of missing out', an anxiety that you're missing out on something fun, often triggered by seeing other people's social media posts.

**END OF SCENARIO 3
TURN OVER**

SECTION C – Argument and persuasive language**Scenario 4: Not all graffiti is vandalism****Background information**

This article was published on the *Conversation* website, which is an independent source of news and views gathered from the academic and research community and delivered direct to the public.

David Lynch is an American filmmaker, television director and visual artist, known for his often surreal style.

Banksy is an anonymous graffiti artist whose works provide social and political commentary in a distinctive stencilling style.

Not all graffiti is vandalism – let’s rethink the public-space debate

Liam Miller, Researcher in the Philosophy of Play, The University of Queensland

Earlier this month, at the opening of an exhibition dedicated to his work at Brisbane’s Gallery of Modern Art, director David Lynch criticised street art, calling it ‘ugly, stupid, and threatening’. Apparently, shooting movies can be very difficult when the building you want to film is covered in graffiti and you don’t want it to be.

Is there a distinction between art and vandalism? This is the question that always seems to rise up when graffiti becomes a topic of conversation, as it has after Lynch’s outburst. This is, however, not just important for those of us who want to know the answers to obscure questions such as ‘what is art?’ It affects everyone.

Why? Because graffiti exists in our public spaces, our communities and our streets.

Let’s for a minute put aside the fact that an artist such as David Lynch, known for making controversial statements about what art is and can be, is criticising one type of art on the grounds that it is inconvenient to the kind of art that he prefers.

There is something more important to discuss here. The opinion that street art is vandalism (that is, not art) is widely held. Many people despise graffiti – but we are more than happy to fill our public spaces with something much more offensive: advertising. That’s the bigger story here: the use and abuse of public space.

At heart, I think this is why people don’t like graffiti. We see it as someone trying to take control of a part of our public space. The problem is, our public spaces are being sold out from under us anyway. If we don’t protect our public spaces, we will lose them.

Two types of graffiti

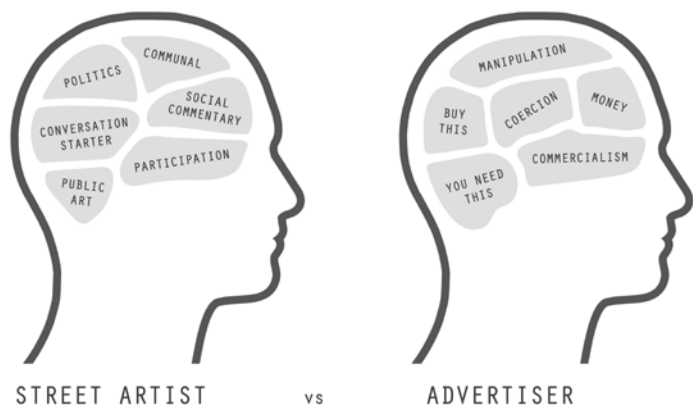
I would like to make a bold distinction here.

I want to draw out the difference between two kinds of graffiti: street art and vandalism.

We need something to be able to differentiate between a true artist like Banksy and the kids who scrawl their names or ‘tags’ on bus shelters. They are different, and the difference lies in their intention.

Tagging, the practice of writing your name in prominent or impressive positions, is like a dog marking its territory. It is also an act of ownership. Genuine street art does not aim at ownership, but at capturing and sharing a concept. Street art adds to public discourse by putting something out into the world; it is the start of a conversation.

The sense of ownership that is ingrained in vandalism is not present in street art. In fact, street art has a way of opening up spaces and making them public. Street art has a way of inviting participation, something that too few public spaces are even capable of.



Marketing vandals

If vandalism is abhorrent because it attempts to own public space, then advertising is vandalism.

The billboards that line our streets, the banner ads on buses, the pop-ups on websites, the ads on our TVs and radios buy and sell our public spaces. Want a tasty beverage? To be young, beautiful, carefree, cutting edge, and happy? For only \$24.95 (plus postage)!

Advertising privatises our public spaces. Ads are placed out in the public strategically. They are built to coerce and manipulate. They affect us, whether we want them to or not. But this is not reciprocated.

We cannot in turn change or alter ads, nor can we communicate with the company who is doing the selling. If street art is the beginning of a conversation, advertising is the end. Stop talking, stop thinking – and buy these shoes!

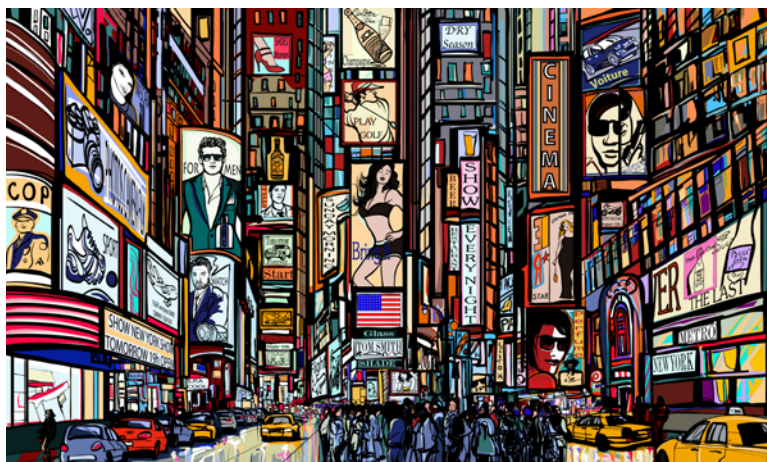
Ads v graffiti

Ads tell us we are not enough. Not good enough, not pretty enough, not wealthy enough.

At its worst, graffiti is mildly insulting and can be immature. But at its best, it can be the opening of a communal space: a commentary, a conversation, a concept captured in an image on a wall. Genuine street art aims at this ideal.

At its best, advertising is an effective way of informing the public about products and services. At its worst, advertising is a coercive, manipulative form of psychological warfare designed to trick us into buying junk we don't need with money we don't have.

What surprises me is that the people who find vandalism in the form of tagging highly offensive have no problem with the uncensored use of our public spaces for the purposes of selling stuff.



Advertising at its worst: a monster that consumes entire cities and peoples.

What art can do

If art is capable of anything in this world, it is cutting through the junk of everyday existence. Art holds up a mirror to the world so that we can see the absurdity of it. It shows us who we really are, both good and bad, as a community.

If we as a community can recognise the value in street art, we can begin to address it as a legitimate expression. When we value street art as art, we can engage with it as a community and help to grow it into something beautiful.

When street art has value, graffiti stops being a petty and adolescent attempt at ownership, and becomes mere vandalism. When we value our public spaces as places where we can share experiences, we will start to see the violence in advertising as clearly as we see the tag on the back of a bus shelter.

SECTION C – Argument and persuasive language**Scenario 5: Great Forest National Park****Background information**

The Great Forest National Park is a proposed new national park in Victoria. The text and images were published on the website www.greatforestnationalpark.com.au.

The proposed park has support from prominent personalities such as anthropologist Jane Goodall and actor Isabel Lucas.

The text includes an extended quote from Goodall, a photograph, and an ‘I support’ pledge from Lucas.

MELBOURNE'S NEW PLAYGROUND

The Great Forest National Park proposal is a vision for a new national park for bush users and bush lovers alike. It will protect and maintain important ecosystems critical for our way of life.

Less than 90 minutes' drive east of Melbourne, the mountain ash forests of the Central Highlands are the key source of the city's drinking water and the home of the tallest flowering trees in the world. A park proposed for the region has Melbourne excited about new investment ideas in tourism that will increase the number of regional jobs while conserving an incredible landscape and its wildlife.

These mountain ash forests provide habitat for a range of wildlife, threatened by decades of fire and logging. There are at least 40 species that need tree hollows to live and breed in. It takes around 200 years to create such habitat trees. The critically endangered Leadbeater's possum, the faunal emblem of Victoria, exists nowhere else.



The critically endangered Leadbeater's possum (fairy possum) is restricted to small pockets of forest in the Central Highlands of Victoria, north-east of Melbourne. Its habitat is threatened due to logging and wildfire.

A history of landscape-scale logging and fire has meant old trees are being lost and not replaced, becoming ever scarcer. The mountain ash ecosystem of the Victorian Central Highlands has been scientifically assessed as 'critically endangered' under the International Union for Conservation of Nature (IUCN) criteria. This underlines the need for a new park to protect and restore these forests.

The Park, stretching from Kinglake through to the Baw Baws and north-east to Eildon, will host a range of activities such as bike riding, bushwalking, fishing, bird watching, four-wheel driving, motorbiking, camping, and much more.

The new national park could grow to rival Sydney's neighbouring Blue Mountains National Park. While the Blue Mountains attracts 14 per cent of NSW's national park visitors, the existing Yarra Ranges, Kinglake, Lake Eildon and Baw Baw national parks attract just 5 per cent of Victoria's national park visitors, according to a new report by the Nous Group.

The Great Forest National Park could also improve Victoria's poor reputation as a nature destination. While 56 per cent of visitors pick Australia to visit natural areas, only 8 per cent of surveyed individuals believed Victoria had world-class natural attractions.

The Central Highlands are dominated by an ancient 30-kilometre-wide volcano, the Cerberian Caldera, creating a spectacular setting for waterfalls and mountains such as the impressive Cathedral Ranges. Include the tallest flowering trees in the world and the mountain ash, and you have a majestic destination right on Melbourne's doorstep.

For an investment of just \$45 million, Victoria's proposed Great Forest National Park would draw almost 380,000 extra visitors a year to the Central Highlands, add \$71 million annually to the local economy and generate 750 jobs with a little private investment.

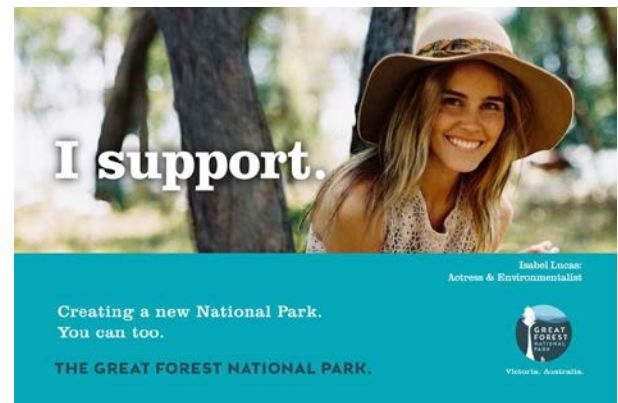
Increased visitation from domestic and international tourists and investment by governments would create opportunities in ecotourism, hospitality and accommodation, and forest and park management. Additional spending by visitors would go to local goods and service providers in towns around and on the way to the new park. The results of this analysis are conservative as it does not take into account the proposed park's close proximity to Melbourne.

After the Grampians was declared a national park in 1985, average annual visitor days increased 30 per cent from 1.12 million to 1.5 million. After the Murray-Sunset National Park was declared in 1991, annual visits more than doubled, from 12,000 to 27,200.

The report looked at various scenarios such as private business facilities adjacent to the new park, including the already proposed tree-top walk at Cambarville and zipline at Toolangi, as well as an eco-lodge.

The report conservatively estimates that a tree-top walk and zipline would attract an additional 132,000 people to the Great Forest National Park, even though the Otway Fly zipline in the Otway Ranges attracted about 220,000 visitors in its first year of operation.

The Great Forest National Park, so close to Melbourne, will be a great community asset – a playground for the people, the perfect place for city folk wanting to escape the daily grind. It will generate new, long-term jobs while protecting threatened species, ecosystems, carbon storage and water supplies. It will revitalise semi-urban and rural communities, some still recovering from the Black Saturday fires of 2009. The time is right to create a new Great Forest National Park. The time is now!



Over thousands of years, nature has provided the resources that have helped us to survive and flourish. Now, in a time of need, we must help nature to survive. The Great Forest National Park is a project to secure the future of a threatened ecosystem. If we act now, we will be ensuring the forest can continue to provide services that support us – clean water, fresh air and storage of carbon. If we fail now, what future will we have chosen for our grandchildren and their grandchildren? Please join me in supporting the creation of the Great Forest National Park.

Dr Jane Goodall, DBE, Founder of the Jane Goodall Institute and UN Messenger of Peace

SECTION C – Argument and persuasive language**Scenario 6: Congestion tax****Background information**

The Grattan Institute is an independent organisation dedicated to developing high-quality public policy for Australia's future. It was formed in 2008 to provide independent, rigorous and practical solutions to some of the country's most pressing problems.

This text is based on the original report published at www.grattan.edu.au, and is followed by a comment by reader Sophia B.

A photograph accompanies the article.

Stuck in traffic? Road congestion in Sydney and Melbourne

Marion Terrill, Transport Program Director, Grattan Institute

Road congestion charges should be introduced in Sydney and Melbourne. An examination of 3.5 million Google Maps trip-time estimates across more than 350 routes over six months of this year suggests both cities could face traffic gridlock in the future unless decisive action is taken to manage congestion.

In the middle and outer suburbs of Sydney and Melbourne, most drivers have a pretty smooth run most of the time. But commutes to the Central Business District (CBD) can take more than twice as long as the same trips would take in the middle of the night.



In Sydney, CBD commuters from Balgowlah in the north and Hurstville in the south can expect delays of about fifteen minutes on an average morning, far longer than commuters from other parts of the city.

In Melbourne, the worst delays are for people commuting from north-eastern suburbs, including Heidelberg, Kew and Doncaster. Drivers who travel via the Eastern Freeway and Hoddle Street in the morning peak (busy working hours) are often delayed for more than twenty minutes, and the length of the delay can vary greatly from day to day.

Melbourne should introduce a 'CBD cordon' congestion charge, similar to London's. The cordon could cover Hoddle Street to the east, Royal Parade to the west, City Road and Olympic Boulevard to the south, and Alexandra Parade to the north, with motorists charged when they drive across the cordon into the city during peak periods.

People who pay the charge would get a quicker and more reliable trip, because there would be fewer cars on the road at peak times. People who can travel outside of peak times would not have to pay, because there would be no congestion charge when the roads are not busy.

To make clear that the new charges are to help manage traffic flows rather than to boost revenue, the money raised should be used to fund a discount on vehicle registration fees and improvements to the train, tram, ferry and bus networks.

Melbourne's CBD parking levy should be doubled to match Sydney's and to further discourage city commuters from driving to work. Public transport fares in both cities should be cut during off-peak periods, to encourage people to shift their travel to times when the trains, trams and buses are not overcrowded.

New roads are not the whole answer. Congestion tends to be worse in the most built-up parts of

Sydney and Melbourne, where it would be most costly to construct new roads. This means that even crippling levels of congestion might not justify the construction of extremely expensive infrastructure. In any case, new roads often take years to build and can fill up with new traffic of their own.

New roads are important, however, in new suburbs.

The rule for our policymakers should be to build a road whenever the community will gain more from the new road than it will cost, and whenever the new road is a better option for the community than extracting more from the roads we've already got. But do not think of new roads as congestion-busting.

Close to the city centres it is often more effective and always cheaper to invest in smaller-scale engineering and technology improvements such as traffic-light coordination, smarter intersection design, variable speed limits, and better road surfaces and gradients.

Some of the great cities of the world have successful congestion pricing schemes, including London, Stockholm and Singapore.

For Sydney and Melbourne, congestion pricing would deliver city-wide benefits, not only reducing the amount of time we spend stuck in traffic, but also funding better public transport and a cut to car registration fees.

COMMENT

So because a handful of cities in the world have a congestion tax we need one here? All a congestion tax does is again penalise the less well-off. There are many reasons I can't catch public transport or cycle to work (such as the distance from my house to any public transport, and the need to drop off and pick up kids on the way), so I don't have any option but to drive and get hit by the proposed congestion tax every single day. Just for trying to get to work on time!

I highly doubt the public transport system could even cope with the increased loads of passengers it would face if those like me were forced off the roads. On the unfortunate occasion I have had to catch the train into the city in peak hour, I have had to shove my way into the carriage and spend the journey with my face stuck underneath someone's armpit. Those with bikes, prams, backpacks or kids in tow have zero chance. Until the government improves public transport, they shouldn't even consider stopping people from driving.

I don't disagree that something needs to change on our roads. I already deal with a congestion 'tax' of sorts: the extra time I have to factor in every morning to sit in gridlock. Time I could better spend with my family. Don't make us pay extra money for this privilege as well.

Sophia B, Doncaster, VIC

SECTION C – Argument and persuasive language**Scenario 7: Amazon in Australia****Background information**

Amazon is an online marketplace based in the United States. Amazon Australia launched in Australia in late 2017.

This blog was posted on the *Business Bloke* website, a source of information for people who want to keep up with news in the business world.

The ‘Death Star’ is a fictional superweapon / space station from the *Star Wars* film franchise.

The *Business Bloke* Blog

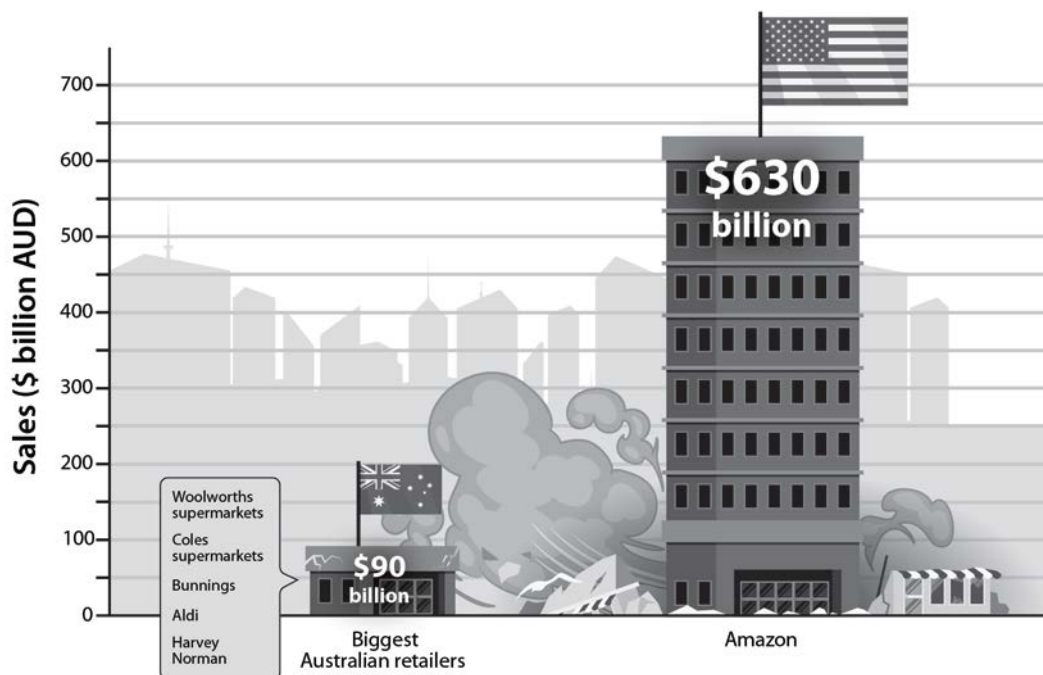
Amazon – the Death Star for Australian retail?

In case you've been living under a rock, Amazon is a global marketplace that boasts over 300 million active customers in 189 countries. It sells everything from electronics and pet products to clothing and beauty products, sports equipment, books, music, homewares ... the list goes on. When it comes to online shopping in the United States, Amazon is often the first website visited, even bypassing Google.

The US-based company has dominated every market it has chosen to enter, leaving CEO Jeff Bezos very rich and its huge customer base very satisfied (competitor retailers, not so much).

And it landed in Australia last month. What kind of destruction do you think a disruptive retailer of this size is going to cause to the local environment? I'd say: Death-Star-sized damage. If Amazon Australia can deliver on the trinity of product choice, speed and price, Aussie retail is set to suffer. Amazon Australia might be good for customers but it's bad for retailers.

Let's put this in context. Amazon is worth about \$630 billion (AUD). To compare, when we add up Australia's biggest retailers (Woolworths supermarkets, Coles supermarkets, Bunnings, Aldi and Harvey Norman) we come to a bit under \$90 billion (AUD).



Data from Morgan Stanley Research

With a mind-blowing 370 million items stacked on its digital shelves (go on – try to picture your local department store with this much stock), it's hard to consider a retailer that won't be affected.

Department stores are definitely threatened: Myer, David Jones, Target, Kmart and similar shops are set to lose customers to the online mega corporation. In the US, department stores accounted for 26 per cent of sales in 2005, down to 11 per cent last year, and forecast to be just 7 per cent by 2020. Australia is likely to follow along this path

According to IBISWorld’s senior analysts, Amazon intends to challenge domestic retail prices by setting their prices 30 per cent lower than listed elsewhere. They can afford to do this.

Local retailers will see their margins diminished and market share damaged, while their employees are generally the first to suffer.

So how did it go in its first month? The tech giant said launch-day orders were higher than any other launch day in Amazon’s history, proving that Australians are looking for new retail solutions. Data released by Nielsen shows that 3.8 million Australians visited amazon.com.au in the December 2017 lead-up to Christmas, up from 1.04 million in December 2016 when the site only sold Kindle readers and ebooks.

But there’s no point whingeing and moaning: Amazon is going to be part of our retail landscape for the foreseeable future – a Death Star hovering in the sky like a second moon. Amazon is successful because it understands better than anyone else that consumers will buy from the place with the cheapest prices. Local retailers will need to adapt if they hope to compete. Retailers will need to rethink their unique selling points: if they can’t match Amazon on price, product availability or delivery time, they’ve got to step up their in-store service, loyalty rewards or easy exchanges. We’ve already seen JB Hi-Fi unveil their same-day delivery and three-hour delivery options in a positive move to combat Amazon’s presence, and Woolworths has increased its online traffic by combining digital programs with customer loyalty operations – developing personalised online offers and rolling out a parcel collection service. Kmart is doing something right, too; despite being a relatively late convert to e-commerce, it is now soaring ahead of BIG W and Target in terms of online traffic.

We’ve seen taxis disrupted by Uber, hotels disrupted by Airbnb, and even real estate bypassing the real estate agents on Purplebricks. Retail is going to have to work hard to remain competitive, but that’s the price of innovation.

Comment

I was right along with you until you said there was ‘no point whingeing and moaning’. There’s every reason to keep whingeing and moaning! We can’t just stand idly by and let our children grow up thinking it’s okay for price wars to rule our shopping experience.

The Uber generation has no brand loyalty and only cares about getting a cheap deal. I ask them to look around at the local shops on their main street and imagine what will happen if they keep confining their shopping to late nights on the couch, obsessed with the cheapest deal, never mind if the product is being shipped from thousands of kilometres away. What a waste of resources, when it might be available for just \$5 or \$10 more in the local shop! Bookshops are going under. Record shops? Impossible to find. I can still count on friendly advice and service at my local electronics shop – they’ve gone out of their way to help me exchange a faulty fridge. What happens when they are forced out by Amazon? We should support local Australian businesses, not faceless corporations. Which one will give your kid their first job? Which one will sponsor your community group’s sausage sizzle?

Amazon is going to be staffed by robots in its warehouses soon. These Uber-kids are getting a cheap deal now, but when Australian retail implodes and all the jobs and competition disappear, they’ll pay the true price.

– Disgruntled, Ainslie, ACT

SECTION C – Argument and persuasive language**Scenario 8: Traffic cop in space****Background information**

This opinion article was published on the *Conversation* website, which is an independent source of news and views gathered from the academic and research community and delivered direct to the public.

‘Space traffic management’ refers to managing the traffic of objects in outer space so that space debris and satellites do not collide or cause damage to one another.

A comment from a reader and a graphic accompany the article.

Step up Australia, we need a traffic cop in space

Right now there are around 21,000 artificial objects being tracked in Earth's orbit (and many millions too small to be tracked). Only about 1750 of these are functional satellites.

If we don't adequately manage the traffic of objects in outer space, many services on which we depend will no longer be available.

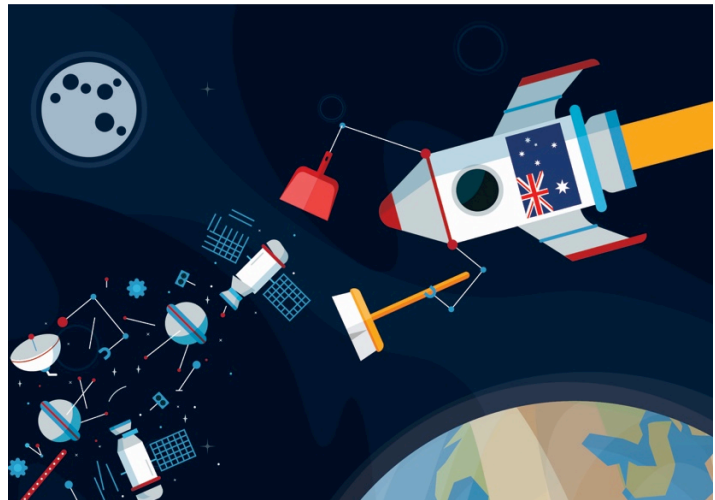
I argue that Australia should step up and fill this role. 'Space traffic management' could be an enduring national project to inspire and galvanise the Australian space industry. This will be particularly important as the prospective (potential) Australian space agency builds momentum in 2018.

The US is stepping back

Non-functional orbiting objects are known as space debris. It's an ongoing problem and only likely to become worse, with plans to add many thousands of small satellites to the current population of active satellites.

Right now, the US Air Force is trying to give up the space traffic management role – a responsibility that it previously took on for the world by default.

The Australian space industry, facilitated by the prospective Australian space agency, can seize this opportunity. We are well suited to play a role that will be valuable from a commercial perspective, and that will place us in a strong strategic position in the future global space industry and its governance.



Defining the problem

There's a fair amount of debate about the scope of space traffic management. At the very least it means knowing:

- what's up there orbiting Earth
- where orbiting objects are, in as near to real-time as possible
- whether they pose any risk of damage, such as a future collision between two objects, or interference, such as between the frequencies on which they transmit.

It could also encompass an advisory, or even directive, service to satellite operators to avoid collisions and avoid contributing to the existing space debris population. That implies that space 'rules of the road' may be established.

Australia is qualified

In respect of managing space traffic from Australia, here are some capabilities we already have.

- **Tracking sensors:** Australia has a growing number of sensors for tracking objects in space, including C-Band radar, Space Surveillance Telescope and space object laser tracking. Australian companies such as Saber Astronautics have been developing the means to 'mine' the enormous amount of space-related data from radio astronomy

sensors, even though these were not originally designed with space traffic management in mind.

- **Moving debris:** the Space Environment Research Centre is exploring how lasers for space object tracking based in Australia could be used for moving space debris at risk of colliding with active satellites. It also conducts other research to improve the quality of orbital predictions.
- **Position reporting:** the University of New South Wales has been conducting research into the use of satellite-based GPS receivers for position reporting and research to better understand and predict the orbital path of space debris. Drawing on the air traffic management analogy, it is also developing a space traffic management system.
- **Australia's reputation:** Australia has a strong reputation in respect of air traffic management and search and rescue – we provide these services for more than 11 per cent of the Earth's surface by ourselves.

Australia can benefit

Others and I have advocated for the global strategic importance of normalising the space environment. This involves establishing regular and predictable patterns of behaviour through legal rules and less formal practices and procedures. It is also a matter of national strategic significance.

An international space regulator is almost certainly going to emerge in the next decade and is likely to have some sort of gatekeeper function, including ensuring safety and sustainability in space through effective space traffic management.

Whichever nations play an active part in this role will gain significant international influence, and also significant commercial opportunities. This is particularly important with the impending launches of mega-constellations whose operating satellites must be protected.

Australia can and should have a key part in global space traffic management.

Author

Duncan Blake

PhD candidate, law and military uses of outer space, University of Adelaide

Comment by Pietro F

'Australia can benefit'? HOW? Will the space polluters pay us? I doubt that!

Shouldn't the costs of a clean-up be the responsibility of those causing the mess? Or must we protect space at our expense, solely for the self-congratulatory benefit of 'having done a good thing'? Isn't this a major responsibility for the United Nations to address, perhaps in the context of protecting the human right to a safe space environment?

SECTION C – Argument and persuasive language**Scenario 9: Climbing Uluru****Background information**

A group of Year 11 students from Westlake High participated in an Outdoor Education study tour around the Northern Territory. Two students, Anh N and Briohny W, made speeches to the group before they visited Uluru, which are presented here.

The T-shirt that Anh N wore while making his speech, as well as the poster he referenced during the speech, are displayed alongside the text.

The management board of Uluru has recently made the decision to ban the climb from October 2019, for cultural, environmental and safety reasons.

Don't climb

Anh N: Good morning, fellow Outback Oz adventurers.

Here we are in the magnificent Australian outback on our Outdoor Ed study tour. As you all know, tomorrow we will be visiting Uluru, the spectacular rock formation that rises up out of the remote outback and symbolises the spiritual heart of Australia.

Tomorrow, we have the option to choose whether we will climb Uluru. As a respectful, culturally sensitive and informed traveller, I think it's an easy choice. The Board of Management has recently announced they're banning people from climbing, starting in 2019, due to cultural, environmental and safety reasons. I'm happy to honour this decision and not climb, even though we still officially can.

Firstly, the Anangu people are the traditional owners of the land on which Uluru is situated. I know some people have said they want to climb because they want to connect with the land and engage with Aboriginal culture, but, actually, it will do the opposite. For the Anangu, it's a sacred place that should be respected, not trampled on. As my T-shirt points out, it's not Disneyland. The local people have been asking visitors for years not to climb, but they've been ignored and disrespected. Instead, they ask that visitors walk around the base, to see the rock up close and from all sides, and to discover the intimate details like native flora and fauna, the changing colours and textures of the rock, and the ancient cave art. If you really want to have an authentic experience, let's get the tour around the base. We'll get to hear Aboriginal stories from the guides, visit the purposefully created viewing platform that gives spectacular views of the site, and see the special Men's and Women's walks. These opportunities will really allow us to connect with and understand Anangu culture.

There used to be bumper stickers and flags that pronounced to the world 'I climbed Ayers Rock', like the one on this poster. I think we'll look back on the 'climb' in the same way we do on the outdated name 'Ayers Rock'. It's a practice that belongs to a past era. We know better now. Instead of charging our way to the top, just to plant an imaginary flag or tick an item off a meaningless 'must-do' list, let's listen to the locals and get a better experience of this incredible place by going on a tour around the base.



Secondly, the environmental impact of climbing Uluru is devastating. It's not the same as climbing something like the Sydney Harbour Bridge. That's a human-made structure. It has stairs that can be repaired when they become scuffed or slippery. The damage done to the sandstone surface of Uluru by so many plodding feet cannot be undone; the rock cannot be repaired back to its natural state, and any efforts to do so would damage it further.

People leave rubbish, graffiti their names, vomit from the exertion and even use the rock as a toilet. This is disgusting. Imagine people doing that in your own garden, or church, or any place you feel a special connection to. It all washes down from the rock in the rain and pollutes the local waterholes. No wonder the climb is being banned for environmental reasons. It's a long climb and we'd need to drink lots of water – do you want to risk nature calling when there's no option to use a bathroom up there?

Thirdly, it's not a safe climb. It was never set up to be a safe climb. If the idea of being disrespectful or harmful to the environment is not enough to deter you, the thought of physical harm might. Did you know Uluru is taller than the Eiffel Tower and the Chrysler Building? People have fallen off and died, so now there's a flimsy chain to hang on to, but over thirty-five people have died on the climb in recent decades, mostly from heart attacks. There are no medical facilities up there. If there's an emergency, helicopter crews of specialist climbing teams will need to come to the rescue – a huge waste of money and resources when people should have just stayed on the ground. If you're at all worried about your fitness or if you're scared of heights, you definitely shouldn't climb.

I'm so excited for tomorrow. I can't wait to watch the rock change colour during sunrise and then to get up close and personal and do an informative tour around the base. I'll engage fully with the landscape, knowing that I'm not offending anyone or contributing to environmental damage by doing so. You're all sensible and responsible travellers, so I hope you'll join me.

Thank you.

Do climb

Briohny W: Look guys, I'm going to climb. I've been wanting to do this for months, and I thank my lucky stars that this ban is not yet in place. It's a once-in-a-lifetime opportunity. As of next year, no-one will be allowed to do this. One day I'll be able to bring my kids and grandkids back here and tell them I climbed to the top. Don't you want to be able to say you've done that?

In Sydney, I climbed the Harbour Bridge. In Paris, I stood at the top of the Eiffel Tower. I got awesome photos at the top of both of them, and I'm planning on doing the same tomorrow. I like getting to the top to take in the surroundings, to truly understand the context of the structure in the landscape.

I'm drawn to the top of the rock – I want to feel what it feels like up there and to see the view. I just don't think I'd get the same satisfaction from walking around the base.

It's a personal choice for everyone here to make. The climb is open and it's our individual right to choose what we want to do.

Cheers for listening.

**END OF SCENARIO 9
TURN OVER**

SECTION C – Argument and persuasive language**Scenario 10: See Australia first****Background information**

A collage of images with the headline ‘Thinking of heading overseas? Why not explore your own backyard and #SeeAustraliaFirst?’ appeared in the social media newsfeeds of Australian users between the ages of eighteen and thirty. When the image or headline is clicked on, the full article opens in a new page at www.epicvansaustralia.com.au.

‘Wanderlust’ means a deep desire to travel.

See Australia first!

Thinking of heading overseas? Why not explore your own backyard and #SeeAustraliaFirst?

You've finished school or uni or maybe you're just bored of work. You're ready for that big adventure – new people, parties and places are calling your name. You drop months' or years' worth of your hard-earned cash on a 24-hour plane trip to Europe. The first person you meet gets super excited when they find out you're from Australia – the Daintree Rainforest / Bruny Island / Margaret River is the most beautiful place on Earth, they claim. Oh, you say. You're embarrassed. You've never actually been there.



Rewind. Save those dollars. Grab a mate or two and a van and hit the road – any direction will do. We live in the lucky country, after all. Follow your nose towards sunsets, white sand beaches, rainforests, waterfalls, free camping spots and backpacker pubs. Not exciting enough? Try skydiving over the Great Ocean Road. Climb the Bridge in Sydney. Four-wheel drive on the beaches in Queensland. See crocodiles in the wild up north. Dance on a table somewhere in the middle of nowhere. Swim with sharks in the west. Need more ideas? Check out our '[30 Awesome Road Trip Routes](#)' article.

Join the van fans

Meet Kayla and Thom from Adelaide. They're both 24 years old and have just finished their boring finance degrees. They're not ready to settle down into full-time work just yet.

'We could have spent all our savings on about two or three months overseas,' Thom said. 'We figured we could make the money last a whole year on the road here instead.'

So far, their trip has taken them from Adelaide, along the coast of Victoria, and up the East Coast to Cairns. The clever campers plan to complete the loop by heading into the Northern Territory and then down through Western Australia. 'Every day when we wake up, we have no idea where we're going to stay that night. The freedom is amazing. If we like a place, we might stay a couple of weeks. If we don't, we just move on,' he added.

'You start off thinking you know your own country, but then you realise how huge it is,' Kayla added. 'I guess people head off overseas looking for those new experiences, but we've found that equally by exploring Australia.'

Their highlights? 'Oh, the Rock Slides at Big Crystal Creek – the ultimate waterfall with plunge pool,' Kayla said. And camping on the beach at a secret spot where they swam every morning with dolphins.

‘Rainbow Beach at Double Island Point,’ Thom added. ‘We swam with turtles after four-wheel driving along the beach for an hour.’

What will they remember forever, when the trip is over and adult life resumes? ‘Waking up every single morning excited about what we might find and where we might end up, knowing that each sunrise is a brand new day. The feeling of no deadlines, just freedom to truly appreciate the country we live in,’ Kayla said.



As far as life on the road goes, Kayla and Thom have a pretty good set-up. They bought a used campervan they called ‘Trudy’ and renovated its interior, cleverly fitting ‘Trudy’ out with a pull-down bed, table, two chairs, cupboards, drawers, surfboards and pushbikes.

‘Trudy is our friend and our home,’ Kayla said. ‘She’s got so much character. And she’s taught us important life skills. My parents will be so proud – I didn’t even know how to change a tyre before and I could barely cook an egg. Now we’ve rewired all the electrics and practically become amateur mechanics, and we’re master chefs at creating yummy one-pot meals.’

Click [here](#) to see more dreamy van set-ups.

#VanLife

You may ask: why explore the country in a van, rather than trips by plane, train or even car? The answer: ultimate freedom. Everything you need is with you. Take the coastal route or the scenic drive, stop when you find a nice spot, pull out the camping chairs and cook up your lunch. Continue driving until you find a beach to swim at, waterfall to jump in or hiking trail to explore. Find free camping areas to pull up to sleep or dock into powered sites. It’s a choose-your-own-adventure of the best possible kind.

Backpackers from overseas are exploring Australia properly – from behind the wheel of a trusty van. According to Tourism Research Australia, there were over 645,000 international backpackers doing laps around the country between June 2016 and June 2017. But young Aussies are missing out – the numbers were too small to count.



Don’t put off seeing your own country until you’re grey-haired and old. Choose #AdventureBeforeDementia.

Epic Vans Australia has special discounts for young Aussie travellers, because we want you to get out there and explore our own amazing country. Don’t wait for the backpacker in London to tell you how good it is – call us about renting or buying a van, and follow your wanderlust to adventures and good times.

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