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# BROADRICK SECONDARY SCHOOL

## SECONDARY 4 NORMAL (ACADEMIC)

### PRELIMINARY EXAMINATION 2019

**HUMANITIES**

**2175/01; 2176/01**

Social Studies

Additional Materials: Writing Paper

August 2019  
1 hour 45 min

**READ THESE INSTRUCTIONS FIRST**

Write your name, class and index number on all the work you hand in.  
Write in dark blue or black pen on both sides of the paper.

Do not use staples, paper clips, highlighters, glue or correction fluid.

Answer **all** the questions.

At the end of the examination, fasten all your work securely together.  
The number of marks is given in brackets [ ] at the end of each question or part question.  
The total number of marks for this paper is 50.

Target Grade:
Actual Grade:
For Examiner's Use
<b>50</b>

Parent's Signature: \_\_\_\_\_

This document consists of **8** printed pages.

Setter: Ms Chrystal Ngerng

## Section A (Source-Based Case Study)

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

### 1 Working for the Good of Society

Study the Background Information and sources carefully, and then 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 topic to help you interpret and evaluate the sources.

(a) Study Source A.

Do you think the cartoonist agrees that Personal Mobility Devices (PMDs) should be banned in Singapore? Explain your answer, using details from the source. [5]

(b) Study Sources B and C.

Does Source B agree with Source C? Explain your answer. [6]

(c) Study Source D.

Does Source D prove that PMDs should be banned in Singapore? Explain your answer. [7]

(d) Study Source E.

Are you surprised by Source E? Explain your answer. [7]

(e) Study all sources.

How far do the sources in the case study show that Personal Mobility Devices (PMDs) should be banned in Singapore? Explain your answer. [10]

## **Should Personal Mobility Devices (PMDs) be banned in Singapore?**

### **BACKGROUND INFORMATION**

Read this carefully. It may help you answer some of the questions.

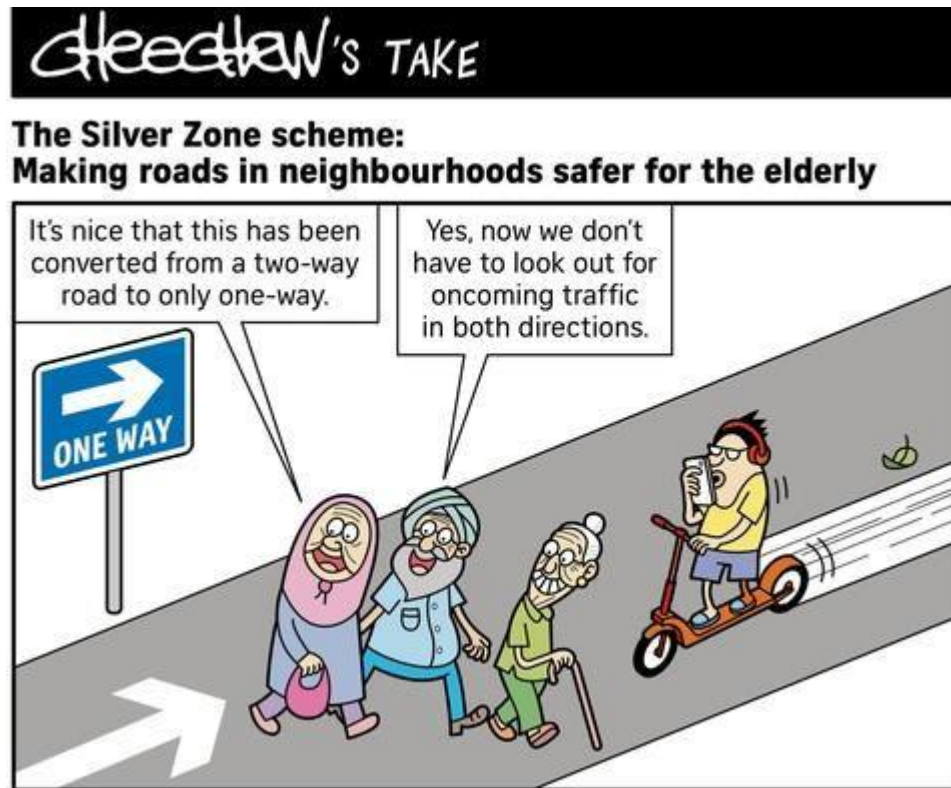
Personal Mobility Devices (PMD), like e-scooters, have been increasingly popular in Singapore. These devices can be especially helpful for those who have reduced mobility, or who need to move between nearby locations multiple times a day, or who simply appreciate the added convenience of having another transportation option.

The Active Mobility Act (AMA), which came into effect on 1 May 2018, regulating the use of e-scooters on public paths in Singapore, was the result of an increase in accidents due to the misuse of these PMDs. Under the AMA, all PMDs have to be registered with the Land Transport Authority and can only be used on the footpaths and shared paths at a maximum of 25km/h. This act ensures that riders of e-scooters and other PMDs are mindful of their rights and obligations under the AMA to avoid being fined, jailed or even having their e-scooters confiscated.

However, many PMD users have also expressed dissatisfaction with the laws imposed as they felt restricted, while other netizens have highlighted that PMDs should be banned.

Study the following sources to assess if PMDs should be banned in Singapore.

**Source A** A cartoon by a local cartoonist released on *The Straits Times*



**Source B** *An extract from an article entitled, “Can pedestrians and PMDs co-exist?”*

In spite of recent accidents, PMDs seem set to remain as Singapore moves towards a car-lite future. In January 2017, then Senior Minister of State for Transport Josephine Teo told Parliament that cycling and PMDs were an essential part of Singapore's quest to go car-lite. She had said the growing popularity of PMDs was a positive development, as active mobility was a key pillar of Singapore's vision for transport here. It was also mentioned that PMDs provide a vital link for the first mile-last mile journeys to bus stops and train stations. For some users, PMDs save time and money. Both pedestrians and PMD users agreed that co-existence would require both sides to be more gracious, but banning of the PMD is not the answer.

**Source C** *An extract from an online post written by a frequent PMD user*

I use my e-scooter when I want to pop by the neighbourhood grocery store or prata coffeeshop on weekends. I prefer to zip to nearby places instead of driving as it saves the hassle of looking for parking and I have never faced any problem on the footpath. I do slow down when I'm passing them (pedestrians) and a simple ring of my bell and saying 'excuse me' and 'thank you' works wonders. For a car-lite society to thrive, pedestrians, cyclists and PMD users need to use more restraint. PMD users could practise more caution and there would also be fewer accidents and people would not hate us and propose for PMDs to be banned, while pedestrians can be more vigilant. After all, what everyone wants is a safe way to get home to loved ones.

**Source D** *An extract of a Facebook post written by a father, whose daughter was injured by an e-scooter accident*

I'm the father of the girl injured in the recent e-scooter accident in Pasir Ris. She had lost one of her front adult teeth and another one is going to be dead soon due to the torn gums. I'm in a dilemma on whether by suing the rider will be beneficial or if he even has the means to pay whatever my child has loss. But for the sake of seeking justice for my child, I will be going all out! I agree that PMDs should be banned. Why do they even go that fast? We were so safe before this, why is there a need to introduce another mode of transportation that is a safety hazard? It is more for showing off. You want to ride fast, be a professional rider, not race in our neighbourhood parks or on our streets and compromise our safety!

**Source E** *A comment by Mr Arif Abdul Hamid, 45, administrator of e-scooter interest group\* Singapore Inokim Riders in the Straits Times on 7 March 2018*

Requiring all electric scooter riders to register their devices may be too forceful a measure. There is also a wide range of e-scooter models, and it is only the heavier and faster ones which pose a danger and should be regulated. The black sheep (riders), who are using bigger and faster e-scooters which do not meet the authorities' specifications, are creating a problem. And if these riders are irresponsible in their riding habits, there will be more accidents. However, most of the users have compliant e-scooters, adhering to the maximum weight of 20kg, which they use to travel just a few kilometres from home to the MRT station before boarding the train!

*\*interest group: A group or organisation who work to support an interest they all have*

**Source F** *An article written on TODAY newspaper, dated 2 December 2017*

There has been yet another accident and death involving users of personal mobility devices (PMDs). ("52-year-old man dies after e-scooter accident at Bedok Reservoir"; Nov 30). Did the Government give careful thought, or did any planning or research before allowing or encouraging the use of such devices here? Pedestrians no longer feel safe walking on footpaths nowadays. Anything running on electrical or motorised systems can go out of control more often than, say, a bicycle. We have to give way to these e-bikes, e-scooters to avoid being hit, especially on "old and narrow" pedestrian walkways that have not undergone any upgrading or expansion to accommodate such modes of transport.

**Source G** *An article released by the Ministry of Transport on ChannelNewsAsia.com*

The Ministry of Transport (MOT) has no plans to ban Personal Mobility Devices (PMDs), despite calls from some Members of Parliament to remove them from footpaths due to the increasing number of reports of accidents to pedestrians. "We have to tailor our approach to our local context and the needs of Singaporeans. In Singapore, such active mobility devices are useful for short journeys within towns and as first-last mile options," said Dr Lam. He also added that if we do disallow active mobility devices on footpaths, it would mean that active mobility (device) users will have to operate on roads. That actually poses more risk to both the active mobility (device) users and other vehicles including motorbikes, cars, lorries, trucks or even buses. Therefore, banning the use of active mobility devices on footpaths is not the solution as active mobility plays an important role in our vision in making Singapore a car-lite society.

## SECTION B (Structured-Response Question)

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

### 2 Living in a Diverse Society

Study the extracts carefully, and then answer the questions.

#### Extract 1

Zhang Haitao is 3,800 kilometres from home. Four years ago, he left his family and friends to become a migrant worker in Singapore. He was only 22 years old when he arrived, and spent much of his time in the city battling loneliness and social isolation. Many migrant workers are the backbone of Singapore's economy. However, Singaporeans do not show enough appreciation to them.

#### Extract 2

The picture below shows a poster of the annual International Friendship Day Bazaar which aims to celebrate the diversity and appreciate the different cultures in Singapore.



#### Extract 3

Research & Development (R&D) partnership with many countries, including USA, China, Japan, Germany, South Korea, India and France has been going on for some time in Singapore. These partnerships can bring about an exchange of ideas and skills which will benefit both Singapore and the host countries.

- (a) Extract 1 highlights that many migrant workers in Singapore do not receive enough appreciation from Singaporeans for their contributions to our country.

In your opinion, what is one way in which Singaporeans can show appreciation to migrant workers? Explain your answer using one recommendation. [7]

- (b) Extracts 2 and 3 identify the impact of diversity on a country due to exchange and appreciation of culture and exchange of skills and knowledge.

Explain how exchange and appreciation of culture and exchange of skills and knowledge impact Singapore positively. [8]

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#### Acknowledgments

Source A	<a href="https://www.pinterest.com/pin/458241330829365735/">https://www.pinterest.com/pin/458241330829365735/</a>
Source B	<a href="https://www.tnp.sg/news/singapore/can-pedestrians-and-pmds-co-exist">https://www.tnp.sg/news/singapore/can-pedestrians-and-pmds-co-exist</a>
Source C	<a href="https://www.ethozgroup.com/blog/personal-mobility-devices-cant-get-along/">https://www.ethozgroup.com/blog/personal-mobility-devices-cant-get-along/</a>
Source D	<a href="https://mustsharenews.com/e-scooter-accidents/">https://mustsharenews.com/e-scooter-accidents/</a>
Source E	<a href="http://www.straitstimes.com/forum/letters-in-print/bike-sharing-a-good-inclusion-to-our-lives">http://www.straitstimes.com/forum/letters-in-print/bike-sharing-a-good-inclusion-to-our-lives</a>
Source F	<a href="https://www.todayonline.com/voices/use-pmds-pedestrians-no-longer-feel-safe">https://www.todayonline.com/voices/use-pmds-pedestrians-no-longer-feel-safe</a>
Source G	<a href="https://www.channelnewsasia.com/news/singapore/no-plans-to-ban-pmds-on-footpaths-ministry-of-transport-11510182">https://www.channelnewsasia.com/news/singapore/no-plans-to-ban-pmds-on-footpaths-ministry-of-transport-11510182</a>
Extract 1	<a href="https://www.scmp.com/lifestyle/article/2121022/singapores-lonely-poets-migrant-workers-who-feel-excluded-find-their-voice">https://www.scmp.com/lifestyle/article/2121022/singapores-lonely-poets-migrant-workers-who-feel-excluded-find-their-voice</a>
Extract 2	<a href="https://tickikids.com/sg/singapore-discovery-centre/international-friendship-day-bazaar/">https://tickikids.com/sg/singapore-discovery-centre/international-friendship-day-bazaar/</a>
Extract 3	<a href="https://www.statista.com/statistics/732247/worldwide-research-and-development-gross-expenditure-top-countries/">https://www.statista.com/statistics/732247/worldwide-research-and-development-gross-expenditure-top-countries/</a>