



**VICTORIA JUNIOR COLLEGE
JC 2 PRELIMINARY EXAMINATION 2018
HIGHER 2**

H2 GEOGRAPHY

9751/02

Paper 2 INSERT

3 hours

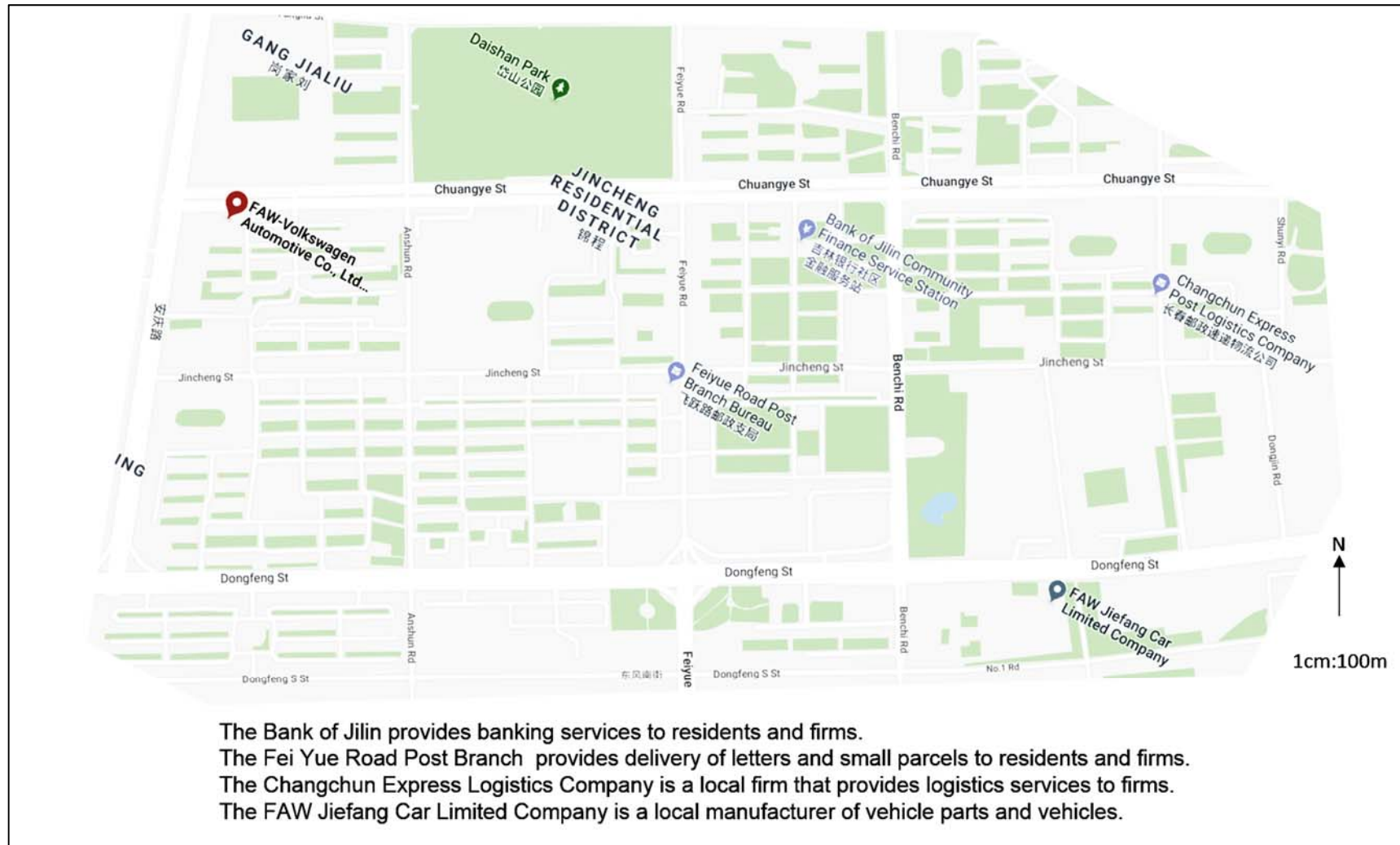
READ THESE INSTRUCTIONS FIRST.

The Insert contains all the Resources referred to in the questions.

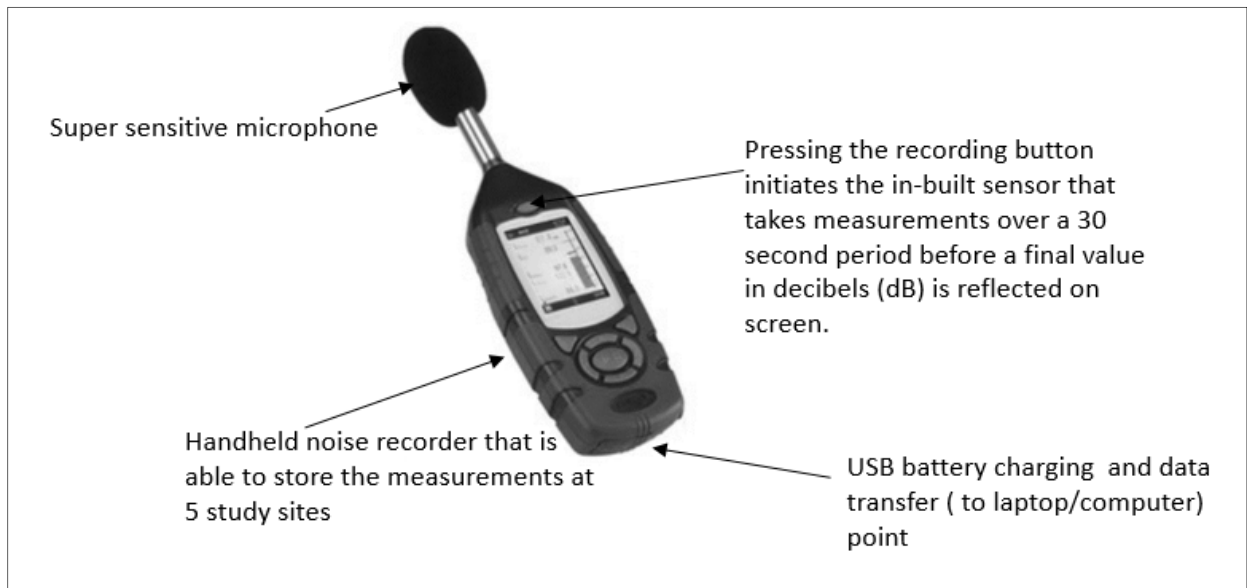
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Resource 1 for Question 1

Map of the Jincheng District where the FAW-VW manufacturing plant is located.



Resource 2 for Question 1
Features of the noise recorder



Resource 3 for Question 1
Atmospheric pollution (PM10) map for Chang Chun across 9 study sites (A – I)



Resource 4 for Question 1

An excerpt of an interview between the CEO of Volkswagen, Herbert Deiss and a reporter for CNBC, a news media company

CNBC: You mentioned that Volkswagen (VW) is stepping up investment in electrification to meet new quotas and standards initiated by the Chinese government. Is VW prepared to meet those new rules which kick in in 2019?

DEISS: Yes we are prepared, definitely. We have to accept that the Chinese government and citizens are choosing a route forward and I think for China, electric cars make a lot of sense. The density of population is huge and the air quality has the potential to improve a lot. There's a huge commitment towards electric cars and we are taking part of this.

CNBC: Another proposal by the Chinese government is the lowering of import taxes on vehicles – how significant of a move would that be for your profitability in the country?

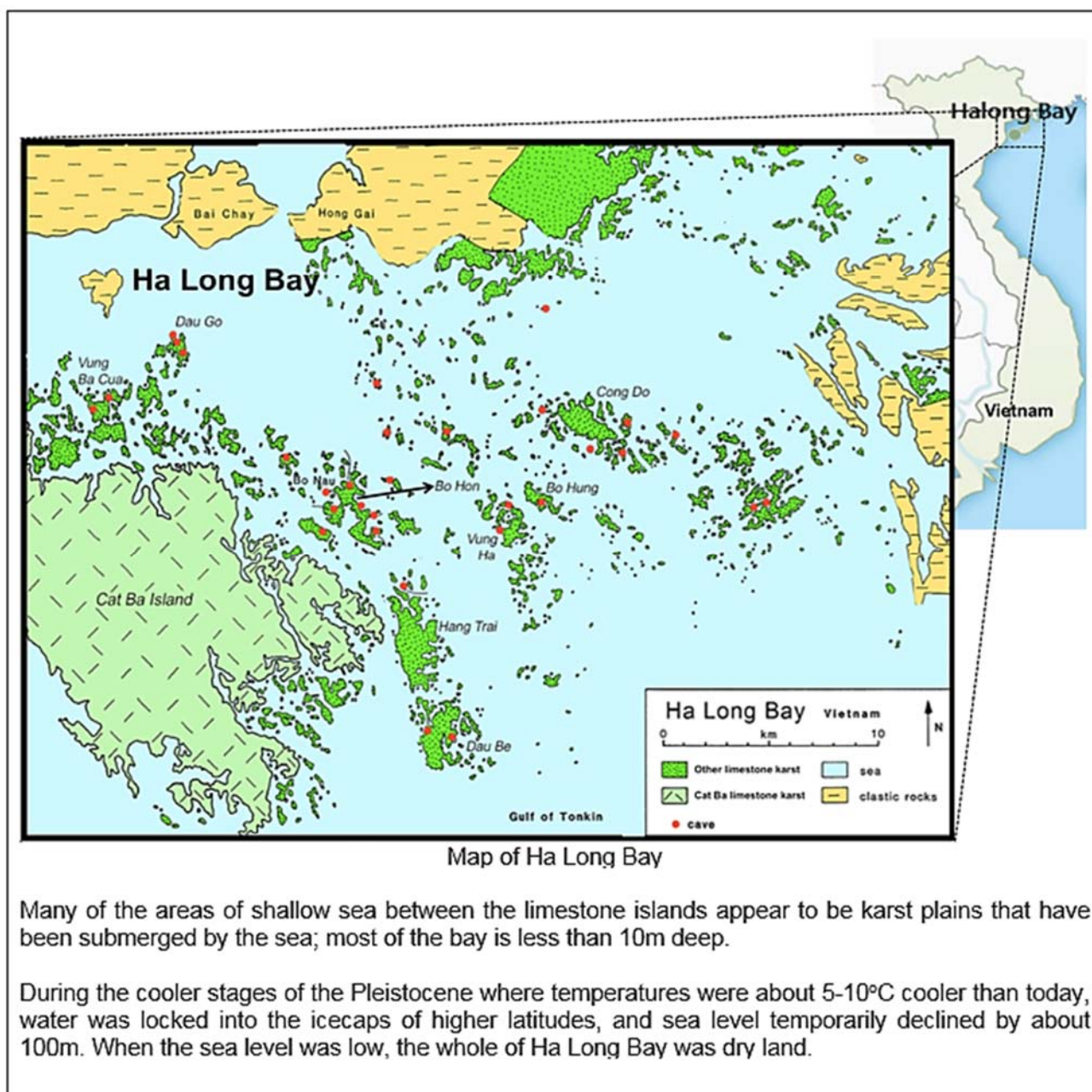
DEISS: VW is deeply localized, with most of the parts of our vehicles manufactured in China by local firms that we outsource to. I would say for our vehicles, the production chain is probably 95, 98 percent localized, so we're not really depending on import tariffs. But generally, for other vehicle manufacturing firms, I think the reduction of import taxes is a positive move. It opens up the market and encourage more firms to offer their vehicles to Chinese consumers.

CNBC: You talk about the tech and R&D taking place here, is protecting intellectual property still a concern for you doing business in China today?

DEISS: Not as much as it was some 10 years ago and there's also not much to protect anymore because China really has grown up. Chinese workers who initially started with VW and other leading vehicle firms are now working with domestic firms and some have also started their own vehicle manufacturing firms. We are still able to protect some aspects of our intellectual property in terms of vehicle design but the process knowledge of manufacturing vehicles are becoming common industry knowledge. There's no complaints from our side.

Resource 5 for Question 2

Article on the karst landscape of Ha Long Bay



Resource 6 for Question 2

Photograph of Bo Hon Island, taken from the entrance of Bo Nau cave



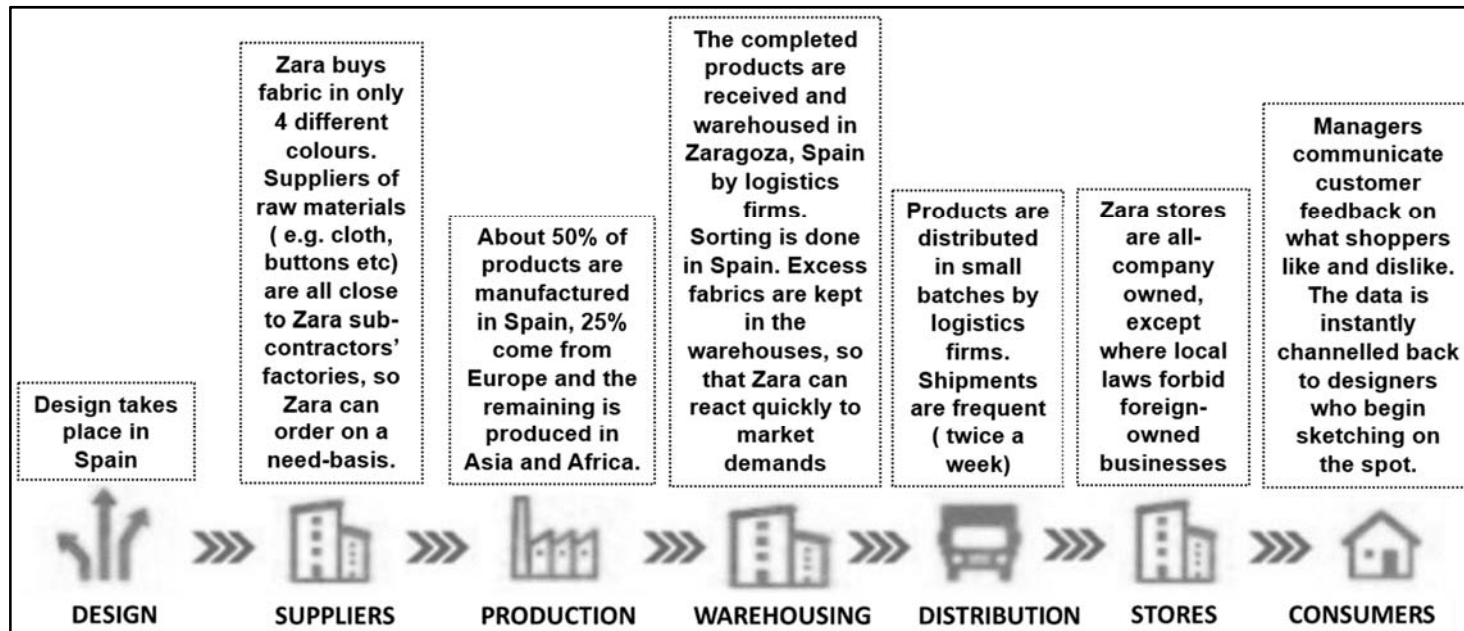
Resource 7 for Question 3

Distribution of Zara's suppliers by region (%) from 2007 to 2012

Region/Year	2007 (%)	2008 (%)	2009 (%)	2010 (%)	2011 (%)	2012 (%)
Africa	6.9	7.6	8.5	7.6	8.8	8.7
Americas	2.7	3.4	5.1	4.1	4.7	4.6
Asia	26.4	33.6	35.2	38.9	44.8	44.7
Europe	64	55.4	51.2	49.4	41.7	42
Total	100	100	100	100	100	100

Resource 8 for Question 3

Zara's production chain



Resource 9 for Question 3**Article on labour issues in the garment industry**

Sudden factory closures are not uncommon in the garment industry, in which competition is fierce and capital flexible. Within the garment industry production chain, power is concentrated at the top, where major brands such as Zara make high profits and have a lot of leverage over the factories vying for their orders.

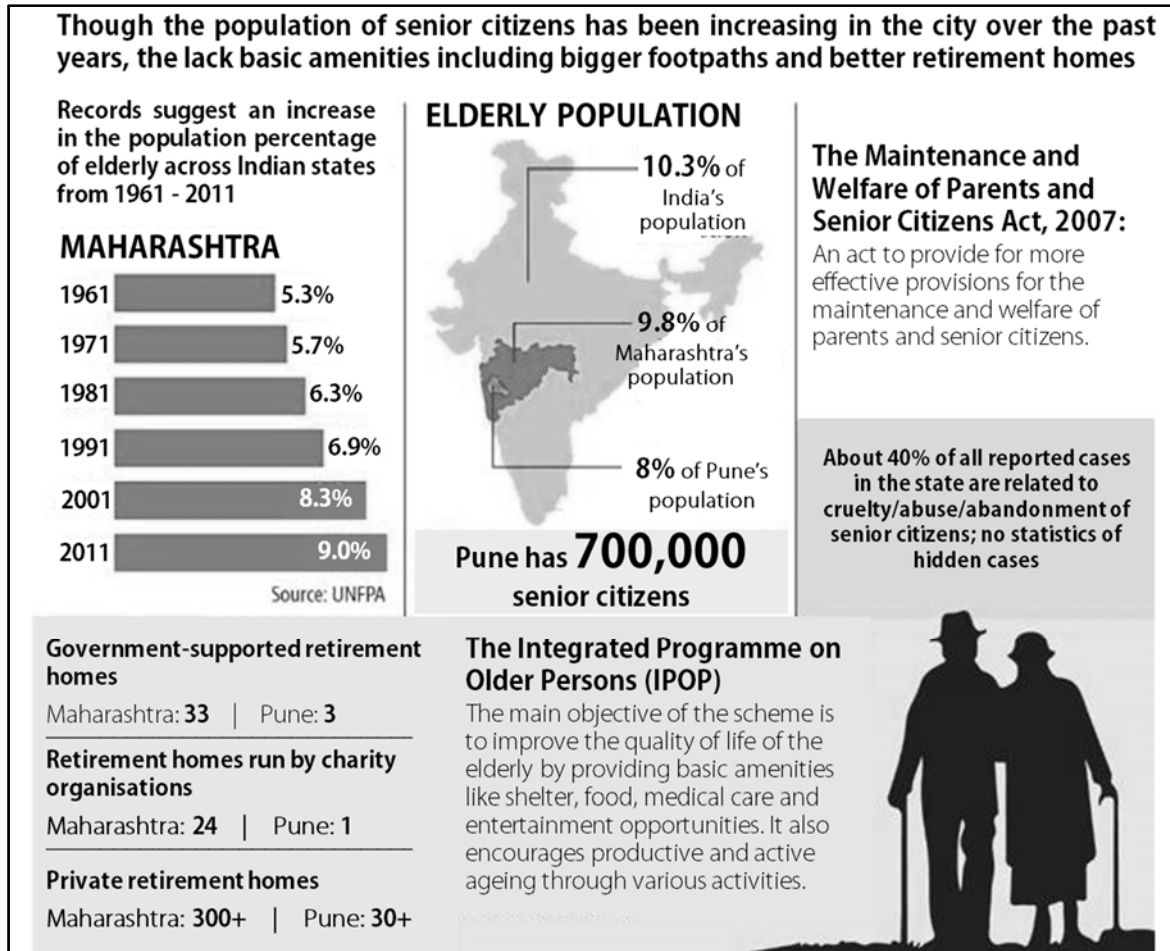
Past precedents in Indonesia, Cambodia and Latin America, involving major brands such as Adidas, Nike, H&M and Walmart, have shown that brands can and should take responsibility to ensure that abandoned workers in their production chain are paid their owed wages.

Bravo factory in Istanbul, Turkey, produces garments for Zara, Next and Mango. Despite 75% of the factory's overall production being for Zara (the other 2 companies being Next and Mango), and Zara making record profits for the first quarter of 2017, Zara has refused to ensure that the workers producing the clothing that made them those profits were fully compensated for their labour. The amount the workers are asking for is 2,739,281.30 Turkish Lira (about 650,000 euros), which in case of Zara, constitutes less than 0.01% of net sales for only the first quarter of 2017.

After more than a year of negotiation Zara, Next, and Mango have not been able to come with a settlement to fully compensate all 140 workers in the factory. The brands' offer would cover only about a fourth of the amount agreed upon by the workers. Azem Atmaca, a former Bravo factory worker, stresses that it would be unacceptable to find a solution for less than the full group of 140 workers: "One worker would get his money and the other wouldn't. We all have families and children."

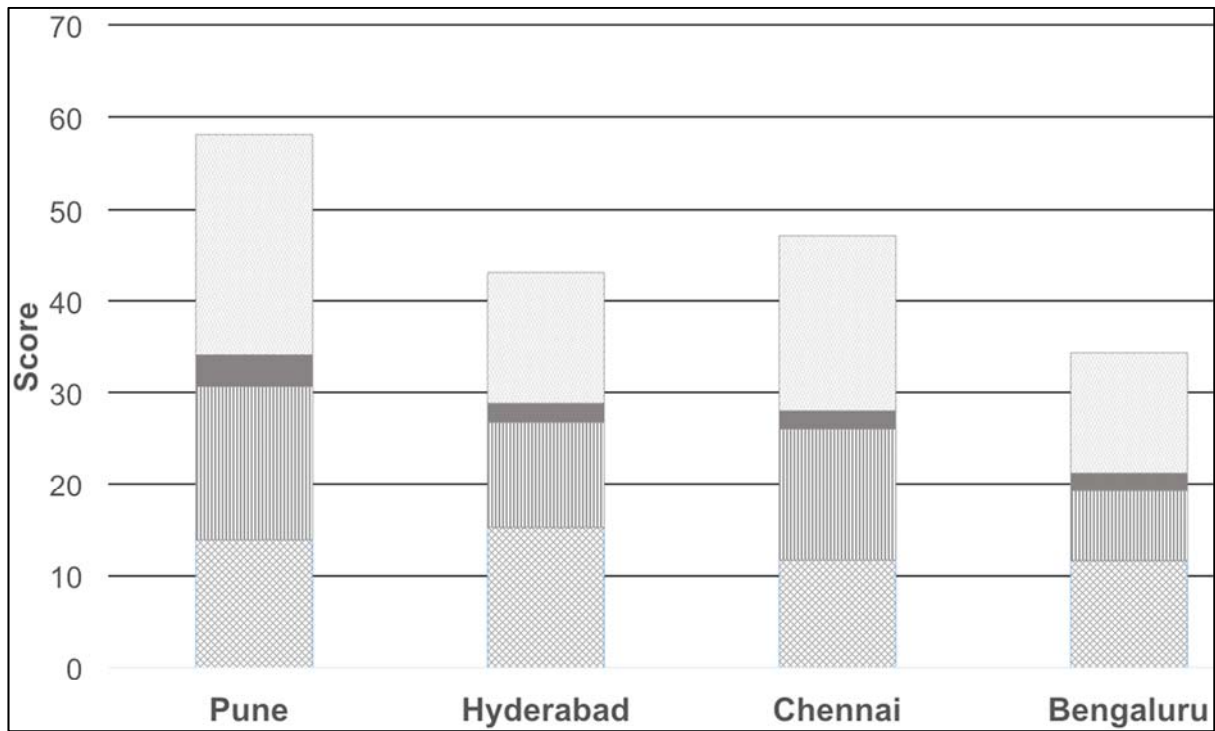
Resource 10 for Question 4

Infographic on the elderly in the state of Maharashtra and Pune, a city in the Maharashtra state

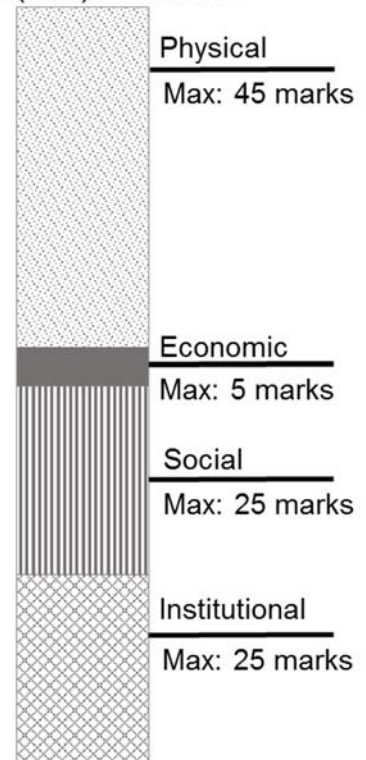


Resource 11 for Question 4

Scores of 4 Indian cities in the 2018 Ease of Living Index

**Key**

Max (total): 100 marks



Resource 12 for Question 4

Rankings for 4 Indian cities in the Ease of Living Index and Mercer's Quality of Living Survey in 2018

	Rank in Ease of Living Index (out of 111 cities)	Rank in Quality of Living Survey (out of 231 cities)
Pune	1	142
Hyderabad	27	142
Chennai	14	151
Bengaluru	58	149