



JURONG JUNIOR COLLEGE
JC2 GEOGRAPHY
PRELIMINARY EXAMINATION 2008

GEOGRAPHY

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Tuesday

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3 hours

Name: _____

Class: _____

INSERT 1

This insert contains all the Figures referred to in the question paper.

This document consists of 6 printed pages.

Figure 1 for Question 1



Figures 2A, 2B & 2C for Question 2

Figure 2A

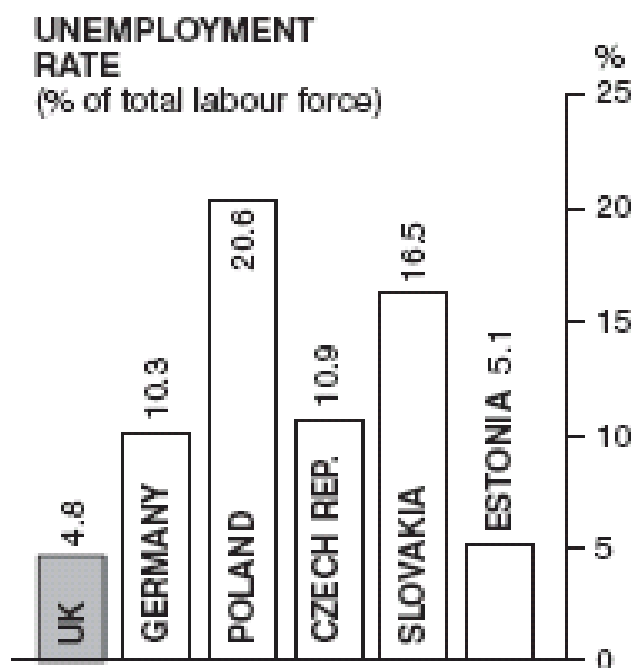


Figure 2B

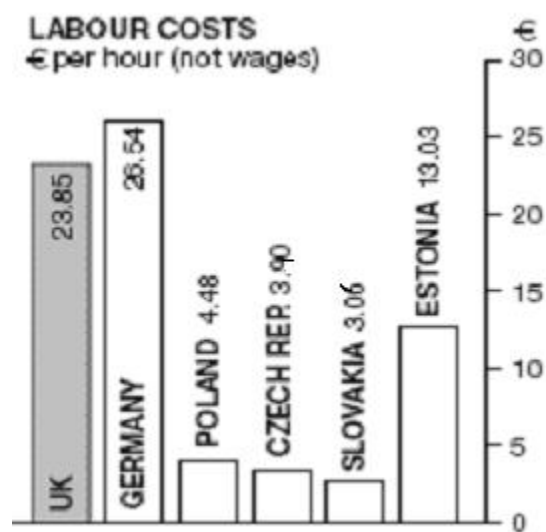


Figure 2C

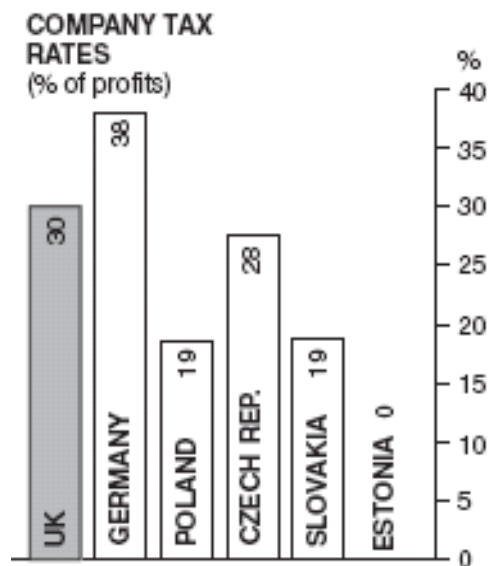


Figure 3 for Question 3 Either

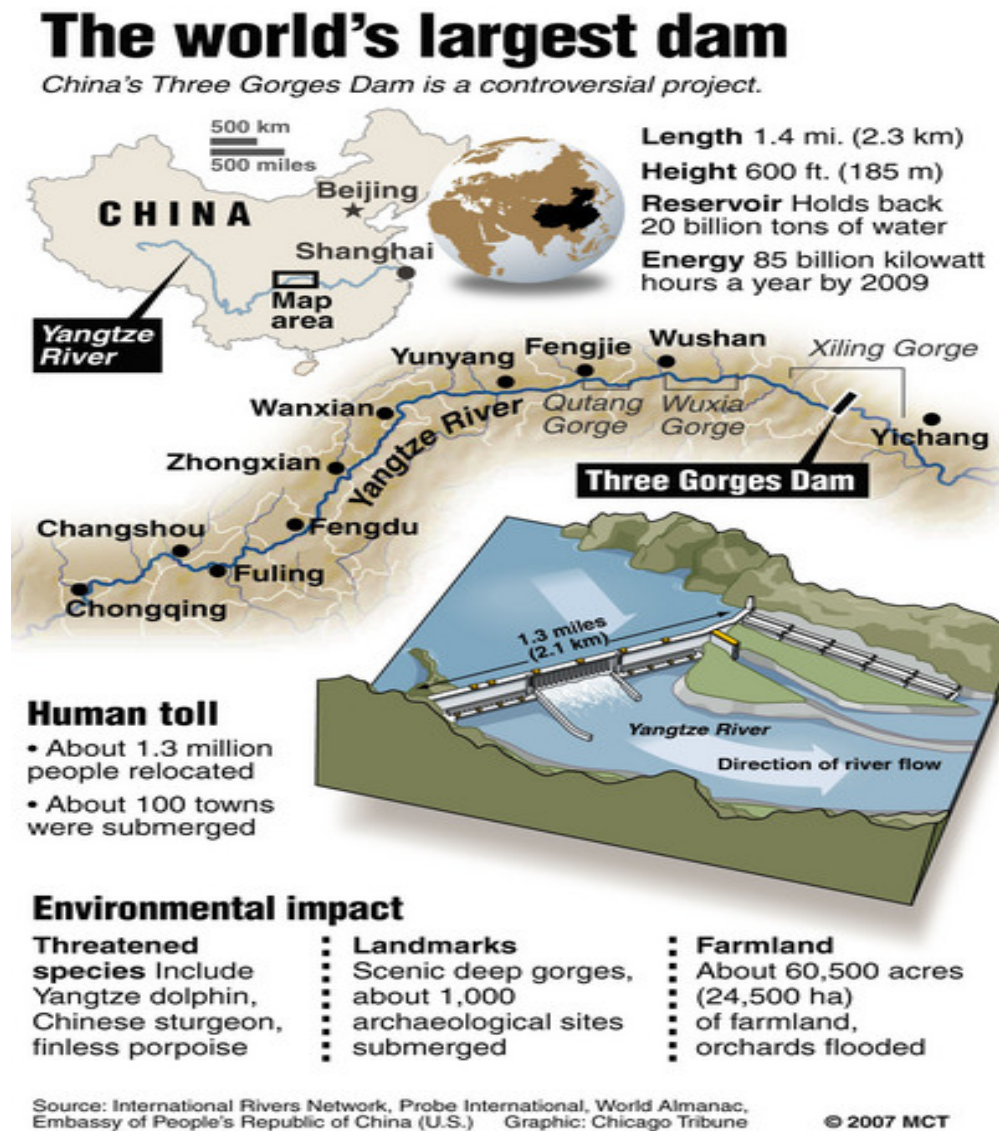


Figure 4 for Question 3 Or

Changes in land value over time in an industrial city in a DC

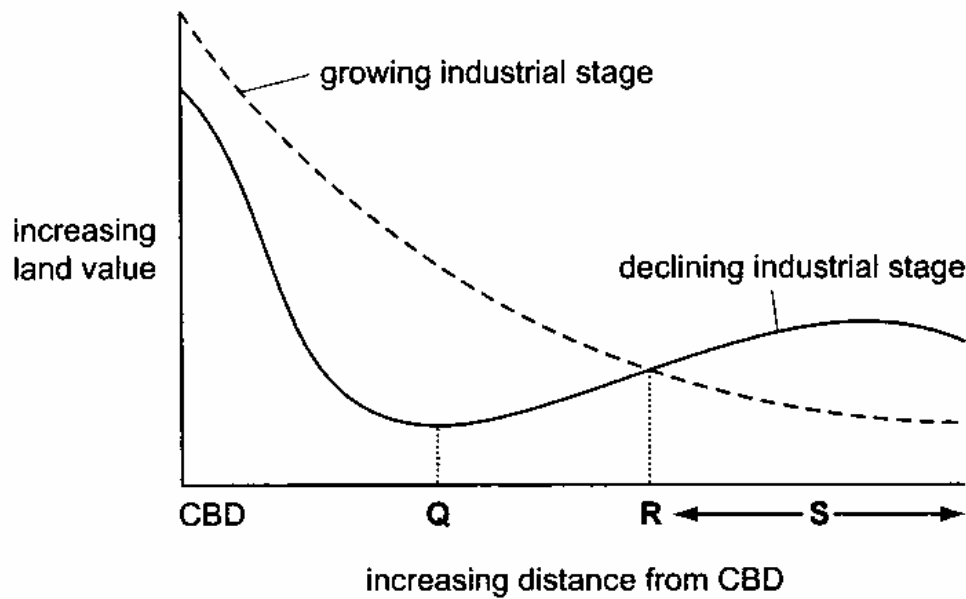


Figure 5 for Question 4 Either

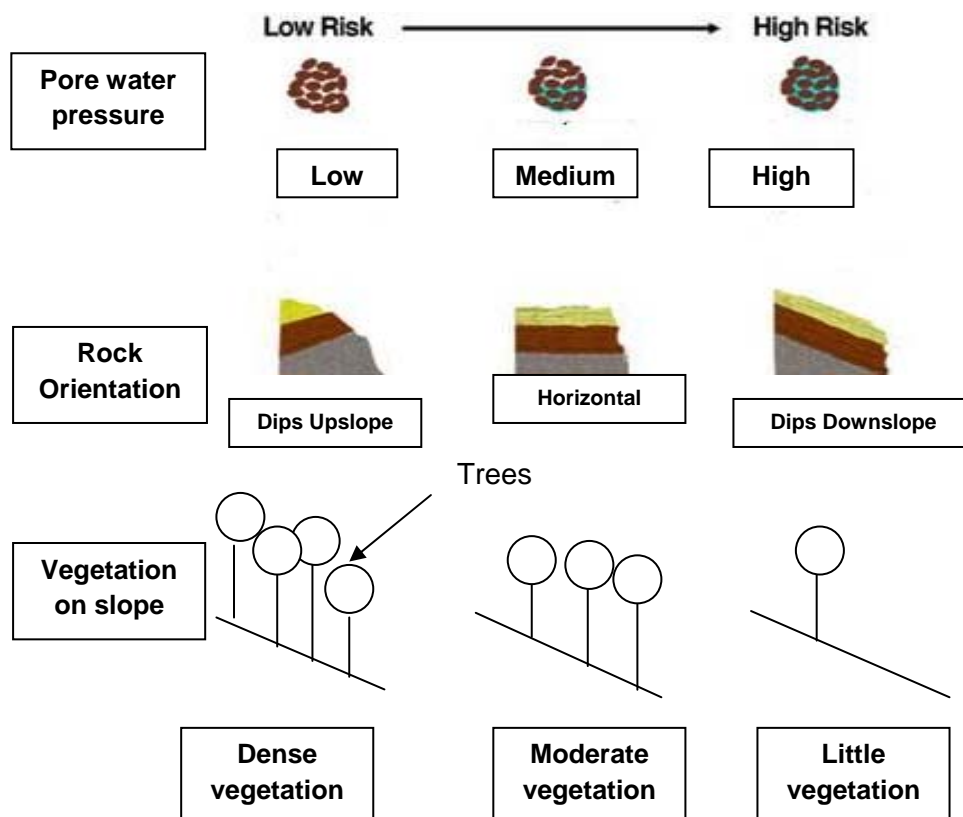


Figure 6 for Question 4 Or

High petrol prices to change American way of life

People expected to leave suburbs in droves and manufacturing sector may be revived

By BHAGYASHREE GARLEKAR
US Correspondent
IN WASHINGTON

HIGH petrol prices are redefining the American way of life, sparking a transformation beyond the switch to smaller cars, scooters or bikes.

Some experts say the lovely suburbs are destined to wither away, while others hope that higher transportation costs will help revive local manufacturing.

For a country that is the birthplace of the car "for the great multitude" (Henry Ford's Model T in 1908) and that built one of the largest national highway systems, creat-

ing, in turn, the suburbs and "anywhere, any time, always on the go" lifestyle, it is a cruel blow.

In the 1960s, more Americans lived in the inner city areas and the countryside. But by 2000, the people living in the suburbs had outnumbered those in the downtown and the rural areas combined.

Five years ago, the average suburban household spent US\$1,422 (S\$1,950) a year on petrol. With petrol prices now over US\$4 a gallon, the same household is paying more than double.

One indication of the preference for downtown living is the property prices. For example, as the sub-prime crisis hit, prices of homes in the suburban areas of Washington DC dropped by 15 per cent over the last year.

But prices in the downtown areas, like Georgetown or Dupont Circle, stayed flat rather than dropping, said Mr Christopher Lemberger, an analyst with the Brookings Institute and the author of a new book *The Option Of Urbanism*.

He has forecast that more Americans will return to the downtown areas, preferring a "walkable urban" lifestyle to a "driveable suburban" one.

"The suburbs, lovely and affluent today, may become what inner cities became in the 1960s and 1970s - slums characterised by poverty, crime and decay," he said.

High petrol prices have "accelerated the trend", he added.

But he has his detractors, who find the scenario far-fetched.

"People will simply telecommute, work closer to home. If the jobs were in the urban core, that would make sense, but increasingly they are not," said Mr Joel Kline, an expert on urban economic trends.

"The key is the match between residents and jobs; suburbs that have this, like Irvine, California, will do fine. Those on the far fringe with no employment will suffer," he said.

Where and how people work is

also being challenged by petrol prices. Telecommuters are on the march, with 48 per cent of employers offering an option of telework at least one day a week, shows a 2007 survey.

A more far-reaching transformation could be under way, with the cost of shipping goods from China to the US rising dramatically.

Coupled with the decline in the dollar's value against major currencies (a 30 per cent fall since 2002) and the rising wages in China which have increased the cost of production there, hopes have sprung for a renaissance of American manufacturing.

It may still prove unviable to bring back the factories and make clothes or toys here. But in innovative energy or cutting-edge medical devices, there is a fair chance that American corporations will choose to set up plants at home rather than overseas.

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