

Question 1. Only two Japanese pagodas have collapsed in 1400 years.

Passage: *In a land swept by typhoons and shaken by earthquakes, how has Japan's tallest and seemingly flimsiest old buildings - 500 or so wooden pagodas-remained standing for centuries? Records show that only two have collapsed during the past 1400 years*

Question 2. The Hanshin earthquake of 1995 destroyed the pagoda at the Toji temple.

Passage: *The disastrous Hanshin earthquake in 1995 killed 6,400 people, toppled elevated highways, flattened office blocks and devastated the port area of Kobe. Yet it left the magnificent five-storey pagoda at the Toji temple in nearby Kyoto unscathed, though it leveled a number of buildings in the neighborhood.*

Question 3. The other buildings near the Toji pagoda had been built in the last 30 years.

Passage: *It was only thirty years ago that the building industry felt confident enough to erect office blocks of steel and reinforced concrete that had more than a dozen floors.*

Question 4. The builders of pagodas knew how to absorb some of the power produced by severe weather conditions.

Passage: *Clearly, Japanese carpenters of the day knew a few tricks about allowing a building to sway and settle itself rather than fight nature's forces. But what sort of tricks?*

Question 5. Several species of wildlife in the British countryside are declining.

Passage: *In Britain, for example, many of our best-loved farmland birds, such as the skylark, the gray partridge, the lapwing and the corn bunting, have vanished from huge stretches of countryside, as have even more wild-flowers and insects.*

Question 6. The taste of food has deteriorated in recent years.

Passage: *The fecal filth of salmon farming has driven wild salmon from many of the sea lochs and rivers of Scotland. Natural soil fertility is dropping in many areas because of continuous industrial fertilizer and pesticide use, while the growth of algae is increasing in lakes because of the fertilizer runoff.*

Question 7. The financial costs of environmental damage are widely recognised.

Passage: *Put it all together and it looks like a battlefield, but consumers rarely make the connection at the dinner table. That is mainly because the costs of all this damage are what economists refer to as externalities: they are outside the main transaction, which is for example producing and selling a field of wheat, and are borne directly by neither producers nor consumers.*

Question 8. One of the costs calculated by Professor Pretty was illness caused by food..

Passage: *The costs included: £120m for removal of pesticides; £16m for removal of nitrates; £55m for removal of phosphates and soil; £23m for the removal of the bug cryptosporidium from drinking water by water companies; £125m for damage to wildlife habitats, hedgerows and dry stone walls; £1,113m from emissions of gasses likely to contribute to climate change; £106m from soil erosion and organic carbon losses; £169m from food poisoning; and £607m from cattle disease.*

Question 9. MIRTP was divided into five phases.

Passage: *Before solutions could be proposed, the problems had to be understood. Little was known about the transport demands of the rural households, so Phase I, between December 1985 and December 1987, focused on research. During Phase II from January to February 1991, a number of approaches were implemented in an effort to improve mobility and access to transport. At the end of Phase II, it was clear that the selected approaches to Makete's transport problems had had different degrees of success. Phase III, from March 1991 to March 1993, focused on the refinement and most of these activities.*

Question 10. Prior to the start of the MIRTP, the Makete district was almost inaccessible during the rainy season.

Passage: *When the project began Makete District was virtually totally isolated during the rainy season. The regional road was in such bad shape that access to the main towns was impossible for about three months of the year.*

Question 11. Phase I of MIRTP consisted of a survey of household expenditure on transport.

Passage: *Little was known about the transport demands of the rural households, so Phase I, between December 1985 and December 1987, focused on research. The socio-economic survey of more than 400 households in the district indicates that a household in Makete spent, on average, seven hours a day on transporting themselves and their goods, a figure which seemed extreme but which has also been obtained in surveys in other rural areas in Africa.*

Question 12. The survey concluded that one-fifth or 20% of the household transport requirement was outside the local area.

Passage: *The socio-economic survey of more than 400 households in the district indicates that a household in Makete spent, on average, seven hours a day on transporting themselves and their goods, a figure which seemed extreme but which has also been obtained in surveys in other rural areas in Africa. Interesting facts regarding transport were found- 95% was on foot, 80% was within the locality*

Question 13. MIRTP hopes to improve the movement of goods from Makete district to the country's capital.

Passage: *During Phase II from January to February 1991, a number of approaches were implemented in an effort to improve mobility and access to transport. An improvement of the rotted network was considered necessary to ensure the import and export of goods to the district. These improvements were carried out using methods that were heavily dependent on labor*