Cambridge IGCSE

Cambridge Assessment International Education
Cambridge International General Certificate of Secondary Education

FIRST LANGUAGE ENGLISH **0500/12**

Paper 1 Reading Passages (Core) **October/November 2019**

READING BOOKLET INSERT

1 hour 45 minutes

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READ THESE INSTRUCTIONS FIRST

This Reading Booklet Insert contains the reading passages for use with **all** the questions on the Question Paper.

You may annotate this Reading Booklet Insert and use the blank spaces for planning.
This Reading Booklet Insert is **not** assessed by the Examiner.

This document consists of **3** printed pages and **1** blank page.

DC (KS) 164050/3
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Part 1

Read **Passage A** carefully and then answer **Questions 1** and **2** on the Question Paper.

Passage A

In this passage, the writer, Robert Louis Stevenson, describes his experience of travelling through a part of France over 120 years ago with only a donkey named Modestine as his companion.

The road went under chestnuts, and though I saw a village or two below me in the valley, and many lonely houses of the chestnut farmers, it was a very solitary journey all afternoon. The evening began early underneath the trees. I heard the voice of a woman singing some sad, old, endless ballad not far off. It seemed to be about love and her handsome sweetheart; and I wished I could have taken up the chorus and answered her, as I went on upon my invisible woodland way, weaving my own thoughts with hers. What could I have told her? Little enough, and yet all the heart requires. How the world gives and takes away, and brings sweethearts near only to separate them again into distant and strange lands.

We came at last to a wide white high-road carpeted with noiseless dust. The night had come; the moon had been shining for a long while upon the opposite mountain when my donkey and I found ourselves under her light. I had emptied out my water bottle at Florac, for I could bear the taste no longer, and refilled it there with fresh new water; now I drank to the moon's majesty. It was only a couple of mouthfuls; yet I became refreshed and revitalised. Even Modestine was inspired by this moon's pure light, and forced her little hooves to a livelier pace.

The road wound and descended swiftly among masses of chestnuts. Hot dust rose from our feet and flowed away. Our two shadows – mine twisted out of shape by the knapsack, hers comically distorted by the pack she carried – now lay before us clearly outlined on the road, and, as we turned a corner, went off into the ghostly distance, and sailed along the mountain like clouds. From time to time a warm wind rustled down the valley, and set all the chestnuts dangling their bunches of foliage and fruit. My ears were filled with whispering music, and the shadows danced in tune to it. Then the breeze died down, and in all the valley nothing moved except our travelling feet. On the opposite slope, the ribs and gullies of the mountain were faintly outlined in the moonshine like a monstrous skeleton. High overhead, in some lonely house, there burned one lighted window, one square spark of red in the huge expanse of night.

And then, as I went downward, turning many acute angles, the moon disappeared behind the hill; and I continued in great darkness, until another turning led me unexpectedly into the village of St. Germain de Calberte. The place was asleep and silent, and buried in opaque night. From a single open door, some lamplight escaped upon the road to show me that I had reached habitation. Some women, talking by a garden wall, directed me to the inn. The landlady was preparing to close for the night; the fire was already out, and with some grumbling, she rekindled it. Had I arrived half an hour later, I would have gone to bed without any supper.

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Part 2

Read **Passage B** carefully, and then answer **Question 3** on the Question Paper.

Passage B: The Øresund Bridge

This passage explores the design and construction of the Øresund Bridge that links Denmark and Sweden.

The Øresund Bridge is a 16 kilometre long road and rail link between Sweden and Denmark. But it is also much more than that. The Øresund Bridge has created a region with a population of 3.7 million inhabitants.

With the rise of industrialisation and internationalisation in Europe, the idea of a fixed link between the two countries became a real possibility. From the beginning of the 20th century several proposals were put forward, although a lack of political support and funding meant that the proposals never got past the drawing board. The stable political and economic situation in both Sweden and Denmark in the late twentieth century, however, laid a new foundation for the project. Stronger ties with Europe also created a need to bring Scandinavia closer to the European continent.

The decision to build the bridge between Copenhagen and Malmö in the south rather than Elsinore and Helsingborg in the north was based on the wish to bring the two main cities of the Øresund Region closer together. Strategically, the position of the bridge near Copenhagen Airport also played a role.

The Øresund Bridge consists of three sections: a bridge, an artificial island and a tunnel.

The bridge (a cable-stayed design) accounts for half the length of the link with the two 204-metre high pylons supporting the 490-metre long bridge span across the Flinte channel. The railway and motorway run on separate levels with the railway on the lower deck and vehicle traffic on the upper deck.

Linking the bridge and tunnel is the man-made island of Peberholm, where the railway and motorway run. Peberholm was constructed from the material dredged from the Øresund seabed to accommodate the bridge supports and the tunnel.

Thanks to the link, it is now easier than ever to live on one side of Øresund and work on the other and commuting by car and train has increased dramatically since the bridge was opened. Today, crossing the bridge by car takes a matter of 10 minutes. Vehicles pay toll charges at the toll station at Lernacken on the Swedish side.

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