



IESOL Assessment Reading

RQF Level: Level 3

(CEFR Level: C2)

Candidate Booklet – Reading

SAMPLE 2

The following details must be completed:

Candidate Name: _____

Candidate Date of Birth: _____ DD / MM / YYYY

Centre Name: _____

Examination Date & Time: _____ DD / MM / YYYY _____ HH:MM

INSTRUCTIONS FOR CANDIDATES:

- Do NOT turn over the page until instructed.
- This examination is made up of 3 TASKS.
- Answer all the questions
- If you change your mind about an answer, initial your corrections.
- Use only black or blue PEN.
- Dictionaries are NOT allowed.

Time allowed: 55 minutes

Total marks available: 22

GA USE ONLY:

Reading Task 1

Read the article and circle the best option to complete the text – a, b, c, or d. An example has been done for you.

The History of Tomatoes

The recorded history of tomatoes in Italy 0) _____ back to 31 October 1548 when the house steward of Cosimo de' Medici, the Grand Duke of Tuscany, wrote to the Medici private secretary informing him that the basket of tomatoes sent from the Grand Duke's Florentine estate at Torre del Gallo "had arrived safely". After their arrival in Italy, tomatoes were grown mainly for their 1) _____ value. For example, the Florentine aristocrat Giovanvettorio Soderini wrote how they "were to be sought only for their beauty", and were grown only in gardens or flower beds. The tomato's ability to mutate and create new and different varieties 2) _____ its success and spread throughout Italy.

However, even in areas where the climate supported growing tomatoes, their habit of growing to the ground suggested low status. They were not adopted as a staple of the peasant population because they were not as filling as other fruits already available. Additionally, toxic and inedible varieties 3) _____ many people from attempting to consume or prepare any other varieties. In certain areas of Italy, such as Florence, the fruit was used solely as a table top decoration, until it was 4) _____ into the local cuisine in the late 17th or early 18th century. The earliest discovered cookbook with tomato recipes was published in Naples in 1692, though the author had apparently obtained these recipes from Spanish sources.

Unique varieties were developed over several hundred years for uses such as dried tomatoes, sauce tomatoes, pizza tomatoes and salad tomatoes. These varieties are usually named according to their place of 5) _____ as much as by a variety name. For example, Pomodorino del Piennolo del Vesuvio means the "hanging tomato of Vesuvius". Five different varieties have traditionally been used to make these "hanging" tomatoes. They are Fiaschella, Lampadina, Patanara, Principe Borghese, and Re Umberto. Other tomatoes that originated in Italy include San Marzano, Costoluto Genovese, and Italian Pear. These tomatoes are characterised by a relatively intense flavour 6) _____ varieties typically grown elsewhere.

- Example:** a) lives b) dates c) travels d) amounts
1. a) good b) nutritious c) decorative d) aromatic
2. a) contributed to b) developed c) prevented d) inhibited
3. a) tempted b) discouraged c) influenced d) restrained
4. a) considered b) involved c) spotted d) incorporated
5. a) origin b) birth c) source d) infancy
6. a) in addition to b) more than c) compared to d) known for

(6 marks)

Reading Task 2

Read the text and answer the questions below. Circle the correct option, a, b, c, or d. An example has been done for you.

The Cities of the 21st Century

We must first remember that all cities were car-free little more than a century ago. Not all cities responded to the advent of automobiles with the same enthusiasm as the cities of the United States. In fact, some cities never did adopt the car. Venice was unwilling to destroy itself in order to build streets wide enough for cars, and therefore has never had them except in a sliver near the mainland. The same situation exists in the Medina of Fez, Morocco, and several other North African cities. These districts are usually the most vibrant parts of their cities.

Cars were never necessary in cities, and in many respects they worked against the fundamental purpose of cities: to bring many people together in a space where social, cultural and economic synergies could develop. Because cars require so much space for movement and parking, they work against this objective — they cause cities to expand in order to provide the land cars need. Removing cars from cities would help to improve the quality of urban life.

Transport modes have always exerted a strong influence on the basic arrangement of cities. The current form began to emerge in the 15th century, when the advent of horse-drawn carriages led to a demand for wide, straight streets. This requirement was adopted by Renaissance planners in most of Europe, and most urban plans of the past 500 years have straight streets that are relatively wide and corners that accommodate turning carriages. In many ways, this change was a harbinger of the automobile.

Transport, however, is not the only important use of streets. Streets are also our most important public social spaces. Most cities in Europe now acknowledge the terrible damage cars have done to this use, which is why cities all across Europe are discouraging car use in favour of walking, cycling and public transport. This is most clearly illustrated in Oslo, the first European capital to announce that its city centre will soon be made car-free in order to reduce carbon emissions and improve air quality, as well as to improve conditions for pedestrians and cyclists.

Battery-powered and driverless cars do not affect this situation to any great degree. They still demand too much street space for their movement and use too much energy. The movement of significant numbers of cars through the streets will always damage streets' social use, regardless of how quiet and safe the cars may be. Only when people can stop in the middle of the street to talk without fearing what may be bearing down on them will we have fully restored the social function of streets.

Good public transport coupled with safe, pleasant walking and cycling can easily meet the need for movement within our cities. It is true that buses and trams do intrude on the main streets to an appreciable degree, but many streets will be entirely free of this annoyance. In the ideal case, public transport systems are constructed underground. Ideally, transport systems should never be elevated, because of the ugliness, intrusion and noise caused. This will not be practical in many existing cities because of the cost, and some burden of street traffic will have to be endured.

A more serious objection to the car-free city is the movement of freight. When building a city, it is a simple matter to arrange delivery of shipping containers to the places they are needed without impinging on streets. In existing cities, freight delivery systems will have to be arranged on a case-by-case basis. Amsterdam could, with little difficulty, deliver freight using its canal network. Cities that adopt trams for passenger service can use the same infrastructure to deliver freight at night.

Removing vehicles from our streets would make urban life cheaper, safer, quieter and more pleasant. Repurposed parking spaces and, in some cases, travel lanes would provide ample land for walking and cycling, plus any essential street-running public services, such as light rail, trash collection and emergency services. The surplus land can be devoted to public purposes — imagine Manhattan with sidewalks 15 feet wider and room for sidewalk cafes.

Governments should welcome the change. The cost of supporting car traffic far exceeds the revenues generated by user fees. In Europe, it is the densest places that are first made car-free, and the pedestrian traffic generated by these places is the heaviest in the city. Stores and restaurants thrive in these areas.

I believe that the social benefits alone entirely justify the change. Imagine a busy city that is calm, quiet and beautiful. Venice, which comes closest to meeting this test, is visited by 20 million people a year, the most of any Italian city. Other car-free areas are immensely popular with residents and tourists alike. Shopkeepers have often opposed these changes, only to discover that their business improved once cars were gone.

It is true that a certain degree of convenience must be sacrificed for this change. However, the benefits are large, and we can expect significant improvements in public health as people return to more active modes of transport. The noise reduction alone is a significant public health benefit.

The car century was a seductive mistake. It's time to move on.

Example: According to the article, cities in the United States:

- a) have always welcomed cars.
- b) welcomed cars more than some other cities.**
- c) only welcomed particular brands of cars.
- d) were reluctant to allow cars.

1. The presence of cars in cities:

- a) helps to bring people together.
- b) supports the fundamental idea of city living.
- c) is a nuisance due to limited parking.
- d) causes cities to grow.

2. According to the text, many European cities:

- a) are considering taking measures to reduce the number of cars.
- b) have already taken action to limit the number of cars.
- c) are reluctant to discourage the use of cars.
- d) have expressed a commitment to following in Oslo's footsteps.

3. Introducing battery-powered cars would:

- a) be a welcome and suitable solution.
- b) be prohibitively expensive.
- c) not improve the safety of the pedestrians.
- d) meet energy efficiency standards.

4. Relying exclusively on public transport, walking and cycling:

- a) is not going to be practical in some cities.
- b) cannot meet the demand for transportation in modern cities.
- c) is considered an appropriate solution to transport problems.
- d) has historically been objected to by many car owners.

5. According to the text, freight delivery systems in new car-free cities could:

- a) adopt the practices used in Amsterdam.
- b) use streetcars to simultaneously deliver passengers and freight.
- c) arrange all freight movement at night.
- d) make strategic use of shipping containers.

6. According to the author, the proposed change:

- a) is likely to be opposed by car users.
- b) might encounter some opposition from tourists.
- c) is unlikely to work to the government's advantage.
- d) will present multiple benefits to the general public.

7. Busy cities implementing the proposed changes:

- a) will never feel calm and quiet due to their size and numbers of visitors.
- b) often struggle to meet the cost of supporting car traffic.
- c) would prosper if cars were banned.
- d) are likely to become less convenient for tourists.

8. The author's main reason for writing the article is to:

- a) promote a vision of how cities could operate without cars.
- b) present the history of how cars influenced urban development.
- c) encourage car owners to reduce the use of their vehicles.
- d) criticise the government for not implementing car-free policies.

(8 marks)

Reading Task 3

Read the four texts and answer the questions below by indicating which text each question relates to: A, B, C, or D.

An example has been done for you.

Text A - Bats

Ever bumped into a glass door? Bats do it pretty often, and not because they're texting: the flying mammals fail to recognize vertical, smooth surfaces as obstacles. That's the conclusion of the first study to monitor greater mouse-eared bats (*Myotis myotis*) as they flew through a flight tunnel where researchers had placed a vertical metal plate. Of 21 bats, 19 crashed at least once into the plate, but never into walls or other objects, the team reported. Collisions also occurred when the scientists placed the metal plates outside of caves of three different bat species. This is because smooth surfaces limit these animals' capacity to use their echolocation system to navigate through the dark, the scientists explain. Bats emit high-frequency sounds and use the returning echoes to spot obstacles in their surroundings. But a sleek vertical surface reflects away the echoes, fooling bats into recognizing it as an open flyway. Although none of the bats used in the experiments were injured, people regularly find bats with broken wings or jaws next to buildings, the scientists say. For this reason, the team now hopes to find out whether windows or other human made smooth surfaces pose an ecological threat to bats, and how these animals can learn to deal with them.

Text B - Vikings

In the 1880s, a 10th century Viking was unearthed. It resembles a figure from Richard Wagner's opera *Ride of the Valkyries*: an elite warrior buried with a sword, an axe, a spear, arrows, a knife, two shields, and a pair of warhorses. A recent study found that the warrior was a woman—the first high-status female Viking warrior to be identified. Archaeologists first uncovered the battle-ready body among several thousand Viking graves near the Swedish town of Birka, but for over a century, most assumed it was a man. A few female Viking soldiers have been discovered over the years, but none showed the signs of high rank found in the Birka burial. The Birka figure had not just weapons and armour, but also game pieces and a board used for planning tactics. In recent years, further analysis of the skeleton suggested that the corpse might be female. Dr Orlaf Ruden, of the Swedish National University, commented, "She really proved to be a dark horse. Now, the warrior's DNA proves her sex, which tells us that there was more gender equality amongst the Vikings than we previously thought."

Text C – Coral Reefs

Marine scientists have long been concerned about the decline of Florida's vibrant coral reefs. Now, nautical maps drawn just before the American Revolutionary War are giving scientists a clearer idea of just what has been lost. The maps, created by the British Admiralty between 1773 and 1775, record the location of coral reefs - which can be a deadly hazard for ships - along the Florida Keys in southern Florida. Scientists compared the maps to modern charts, finding that more than half of the historical reefs have been replaced by seagrass beds or bare sea floor. Most of the losses were close to the shore - almost 90% in some areas - the team reported. This discovery can't explain when the reefs disappeared. But it has highlighted areas where reefs once not only sheltered marine life, but helped protect the shore from hurricanes and other storms.

Text D - Horses

How horses - whose ancestors were dog-sized animals with three or four toes - ended up with a single hoof has long been a matter of debate among scientists. Now, a new study suggests that as horses became larger, one big toe was stronger and more resistant than many smaller toes. To understand the evolution of the horse toe, researchers first examined 13 fossilized horse leg bones, from those of the 50-million-year-old, dog-sized *Hyracotherium* (which had three toes on its hind feet and four on its forefeet). They were then compared to those of modern horses. They measured a number of bone features using 3D scanning, which revealed the bones' resistance to stresses such as squeezing or bending. The team then estimated the body weight of each of the horses and calculated how much stress their leg bones would have been subjected to during movement. As their body mass increased, horses' centre toes got bigger and more resistant to stress, whereas their side toes shrank and eventually disappeared, the researchers reported.

Text

Which text is about a study which...

Example: deals with a subject which inspired the world of art?

B

1. manipulated the natural environment of its subjects? -----
2. used information from the past which allowed it to assess the extent of the damage? -----
3. describes the evolution of a particular feature of the study subject? -----
4. provides us with new information about a bygone society? -----
5. used items of pre-historic origins? -----
6. used a scientific test to disprove a long held belief? -----
7. is due to be followed by further research in the same area? -----
8. cannot provide the exact timeline for the significant reduction of the subject of the study? -----

(8 marks)

END OF READING ASSESSMENT

CANDIDATE DECLARATION:

I confirm that the work contained in this booklet is my own and I had no prior knowledge of the content of this examination.

I declare that I will not divulge to any person any information about the questions and/or tasks.

Signed:	
Dated:	DD / MM / YYYY