

TEACHERS COLLEGES OF JAMAICA

BACHELOR OF EDUCATION

DECEMBER 2018 EXAMINATION

COMMON PAPER

LANGUAGE ARTS

COMMUNICATION SKILLS 2

[LA202GEB]

YEAR 2

TIME: 2½ HOURS

EARLY CHILDHOOD,  
PRIMARY, SECONDARY

INSTRUCTIONS: Answer ONE question from Section A, and ONE from Section B.

DO NOT TURN THIS PAGE UNTIL YOU ARE TOLD TO DO SO.

**SECTION A**  
**ARGUMENTATIVE ESSAY**  
**[30 marks]**

Write an argumentative essay in 450-500 words on ONE of the following topics. Argue FOR **OR** AGAINST.

1. The government should not dictate the nutritional composition of the diet of Jamaican citizens.
2. Crime and violence is the greatest threat to tourism in Jamaica.
3. One cannot truly be considered a professional if s/he lacks soft skills.
4. The National Standards Curriculum is a step in the right direction for remediating Jamaica's ailing education system.
5. The government has not done enough to curtail human trafficking.
6. The recently proposed ban on the use of plastic is merely a "band-aid" attempt at lessening concerns about the environment.

**SECTION B**  
**CRITICAL REVIEW**  
[20 marks]

Answer ONE question in this section.

Write a critical review of ONE of the following articles in 400-450 words.

**ARTICLE ONE**

**Gordon Robinson | Sugar And Spice?**

It's kite-flying season, so nobody should be surprised by the Government's latest talking horse, namely, a tax on sugary drinks.

Don't get me wrong. I support the proposed tax 100 per cent. It's an acceptable, desirable method of raising revenue for a cash-strapped Government that just spent half a billion dollars on new cars for ministers and phantom used cars for police. Even better, this is a genuine indirect tax.

So why delay introduction? Whenever a government taxes us, it's done instantly by ministerial decree. What's up? Are there problems relating to allowable sugar levels or time for further 'consultation' with big business? Nobody consulted me when GCT was being imposed on my residential electricity use or petrol consumption.

Maybe there hasn't been enough political disinformation spread about how healthy this'll make us. Propaganda expert Christograph Tuftoned and his BFF Tarn Cameraon have been touting alleged health benefits as if optics equal results.

But less sugar in locally made 'juices' won't make them healthy. I dispute it'll even make them healthier than before. Depending on where the lobbying of (oops, sorry, 'consultation' with) Government results in allowable sugar content levels, there'll likely still be too much sugar in these drinks. Furthermore, other artificial ingredients could work together with remaining sugar to ensure unhealthiness. Health-conscious individuals should give them what my Cockney friends would call the Spanish Archer ('el bow').

**Still Unwell**

Furthermore, less sugar in drinks won't make Jamaica healthy, no matter how many cute advertisements Christograph produces. For example, Irish potato (a Jamaican favourite) is so chock-full of sugar, it makes beer appear a health drink. Bread and rice, sugar content aside, are harmful to health but unavoidable by many fiscally vulnerable Jamaicans in the 'prosperity' era. If we eliminate sugary drinks (NOT what this Spice Girls Government really, really wants) but binge on bun, fried chicken, or pork pie, we're still unwell.

That's not the only danger of swallowing currently hyped lower-sugar-drinks-will-make-you-healthy baloney. Thirty years ago, as president of the Fat, Ugly Redmen's Club (FURC), I searched for truth about obesity and found that, like education, eating should be for life, not beauty. Slimness should be a by-product of healthy living, not a fixation. **Fit for Life** by Harvey and Marilyn Diamond opened my mind to new realities. Blinded by society's unhealthily

superficial obsession with thinness, we've been tricked into accepting general, misleading advice like 'eat plenty fruits and vegetables'.

Much is omitted from that advice. Like all members of the animal kingdom, our bodies function best when we synchronise our lives with our natural cycles. Generally (nothing is cast in concrete), mornings (4 a.m.-noon) are for elimination, afternoons (noon-8 p.m.) for consumption, and evenings/nights for assimilation/use. Don't eat after 8 p.m.

Fruits are best sentenced to solitary, so eat them first thing (breakfast/mid-morning snack) or three hours after a meal. Fruit rots and turns into acid, killing nutrition in other foods. Eat fruits, don't juice them. Eating fruit gives you all the benefits, including fibre. Juicing delivers only the sugar. Banana and other 'concentrated' fruits are 'fattening'. Unless you're an athlete, avoid them. Steaming/stir-frying vegetables kills the full nutritional value. Vegetables are best eaten alive (as in salads) for hydration. Dumplings have zero nutritional value.

Jamaica should promote moderation. Going to extremes is silly, especially in a world where the number one cause of death is being born, and we're forever inhaling dangerous carcinogens.

Let's promote healthy substitutes for bread/rice (Jamaican farmers produce excellent dietary fibre sources like yam, dasheen, a sweet potato); exercise (in moderation; expensive gym memberships not required); proper sleep; less meat; more selective mixing of the 'Foogroupa Family' (protein/vegetables or carbohydrate/veggies keep grumpy in-laws like protein/carbohydrate mixes away); less sugar; less gluten; less caffeine; and less stress. I believe stress causes more deaths than pork fat (my favourite medication).

Let's get the sugary-drinks tax show on the road! But, please, spare me the hypocritical side-show.

Peace and love.

*Gordon Robinson, Attorney-at-Law.*

*The Jamaica Gleaner: Tuesday/ April 10, 2018.*

## ARTICLE TWO

### JaRistotle's Jottings | Toe The Line Or Get The Tow Line

*The Jamaica Gleaner*

*Thursday October 4, 2018*

I have a problem with the manner in which wrecking services operate under the umbrella of enforcing parking regulations throughout the Corporate Area.

On any given day, wreckers actively patrol areas such as New Kingston on the lookout for illegally parked vehicles, which they then merrily hook up and tow away for attractive commissions. Many of you have perhaps fallen victim to these wreckers: you take the risk, you get caught, you pay the penalty. All well and good when you are nowhere around when your vehicle is being towed away. But when you arrive on the scene and indicate that you are the owner or operator of the vehicle and that you will immediately remove it and accept a ticket, your request is ignored and your vehicle nevertheless towed away.

#### **Haphazard Standards**

In an article addressing the issue, Jediael Carter (**Jamaica Observer**, December 19, 2015) posited that "in cases where a vehicle owner arrives before the vehicle is placed on to the wrecker, the law permits that the driver can be issued a ticket by the police or traffic warden as opposed to being towed. But this isn't always practised".

However, there appears to be uncertainty regarding whether the cut-off point for ticketing is after the offending vehicle is merely hooked up or after the vehicle is placed on the wrecker. Invariably, the first scenario applies: these wrecker crews are like vultures, readily bypassing appealing owners and speedily hooking up vehicles, giving them little chance to plead their case.

It is ironic that hardly any discretion is exercised by these wrecking services operating as 'traffic-enforcement agents' in relation to parked vehicles that pose no danger to people or property, whereas road hogs and other boorish drivers who recklessly endanger everyone are not subject to the same draconian measures.

I am in no way ignorant to the 'runnings'. Wrecker services don't get a commission when parking tickets are issued, and the traffic wardens who accompany the wreckers only get their cut when vehicles are towed, while those who dole out the operating permits to the wrecker services expect handsome returns for their beneficence.

Similarly, police officers don't get lunch money when they seize vehicles which are operated in a reckless manner or which are not fit for road use. Taxis and minibuses predominantly

feature in such cases: guess who are the beneficial owners of a significant percentage of these offending vehicles?

### **Corruption and Criminality**

Where loopholes in laws and open-ended policies and procedures apportion too much discretion to underpaid and hungry-belly people, corruption will not only thrive, but also give rise to opportunities for novel forms of pervasive criminality.

As far as I have noted, there are no official distinguishing features on these wreckers that undertake enforcement functions. What is there to distinguish those that are operating legitimately as against rogue opportunists whose sole objective is to steal your vehicle? And what will be the fate of a vehicle owner who attempts to use reasonable means to protect his property because of an absence of official distinction or documentation?

Please don't tell me that the presence of a Traffic Authority representative/warden will suffice: any criminal worth his salt would consider having a properly dressed impersonator on site. At any rate, genuine traffic wardens are invariably reluctant to properly identify themselves, so you still end up short-handed on material information.

These clearly are issues that need to be addressed if we are to rid ourselves of subjectivity to corruption and theft of our vehicles. I would welcome informed legal feedback and guidance from learned counsels on this matter.

**END OF EXAMINATION**