NAN HUA HIGH SCHOOL
Preliminary Examination

CANDIDATE NAME

CENTRE NUMBER | CLASS | INDEX NUMBER

HUMANITIES

2260/01 2261/01 2263/01

Paper 1 Social Studies

25 August 2025
1 hour 45 minutes

No Additional materials are required.

READ THESE INSTRUCTIONS FIRST

Write in dark blue or black pen.

An answer booklet will be provided with this question paper.

You should follow the instructions on the first cover of the answer booklet.

Please begin your response to each question on a fresh page of the answer booklet.

If you need additional answer paper, ask the invigilator for a continuation booklet.

Write the question number in the box provided in the answer book.

The total mark for this paper is **50**.

Section A

Answer **all** questions.

Section B

Answer **both** questions.

The number of marks is given in brackets [ ] at the end of each question or part question.

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SECTION A (Source-Based Case Study)

Answer **all** questions.

Exploring Citizenship and Governance

Study the Background Information and the sources carefully, and then answer all the questions.

You may use any of the sources to help you answer the questions, in addition to those sources you are told to use. In answering the questions, you should use your knowledge of the topic to help you interpret and evaluate the sources.

1 Study Source A.

Why did the Land Transport Authority make this statement? Explain your answer. [6]

2 Study Sources B and C.

How different are they? Explain your answer. [6]

3 Study Source D.

How useful is this source as evidence about the support provided by the government to transition to electric vehicles? Explain your answer. [6]

4 Study Sources E and F.

Does Source E prove Source F wrong? Explain your answer. [7]

5 'Sufficient support is provided for the full transition to electric vehicles.'

Using the sources in the case study, explain how far you would agree with this statement. [10]

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Is a full transition to electric vehicles achievable?

BACKGROUND INFORMATION

Read this carefully. It may help you to answer some of the questions.

Electric vehicles (EVs) are vehicles powered entirely or partially by electricity, typically using rechargeable batteries instead of internal combustion engines. Unlike conventional vehicles that run on petrol or diesel, EVs produce lower amounts of carbon emissions, making them a cleaner alternative for the environment. Switching to EVs can significantly reduce carbon footprint, improving air quality and helping to slow global warming. However, this transition is not without its challenges. Electric vehicles are generally more expensive than traditional fuel-powered heavy vehicles, which can be a barrier for many consumers and businesses. In addition, EVs require a reliable and accessible charging infrastructure to be practical for daily use, especially over long distances. To accelerate the adoption of EVs, greater support is needed—this includes subsidies or incentives to lower purchase costs and investments in public charging stations.

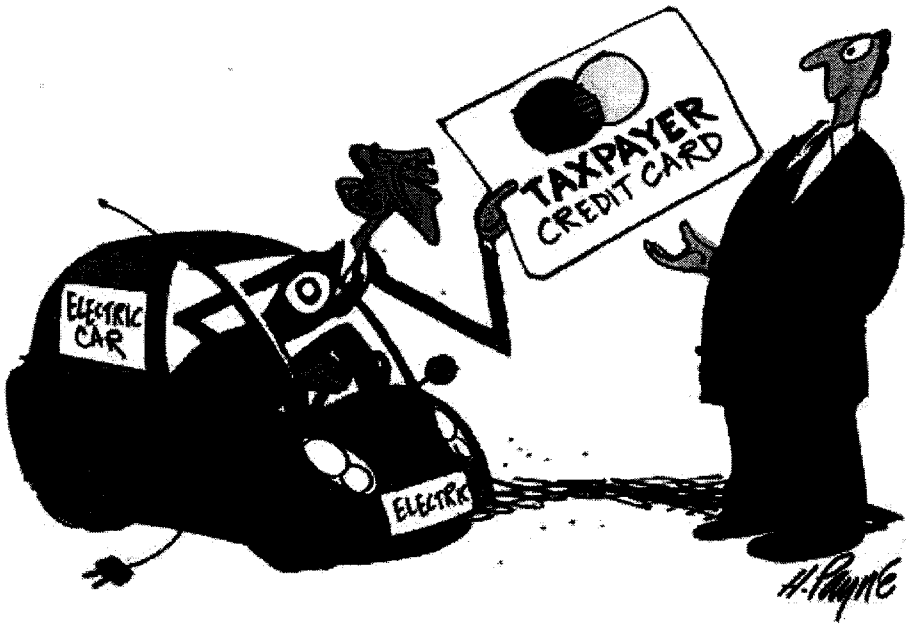
Study the following sources to find out whether a full transition to electric vehicles is achievable.

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Source A: *A statement by Singapore's Land Transport Authority*

The Land Transport Authority (LTA) is pressing on with our vehicle electrification efforts. There are around 52,000 heavy vehicles in Singapore today, which contribute to about 31% of land transport's emissions. With more commercially ready electric heavy vehicle models available in the market, it is now timely to push for the decarbonisation efforts for this segment to support Singapore's overall land transport decarbonisation. To support decarbonisation of heavy vehicles, LTA will introduce the Heavy Vehicle Zero Emissions Scheme (HVZES) and Electric Heavy Vehicle Charger Grant (EHVCG). These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore.

Source B: *A cartoon published in an American newspaper*



"I'll take 600,000."

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Source C: *Posted on the website of Norway's EV Association on Norway's EV policy*

The overall signal from the majority of political parties is that it should always be economically beneficial to choose zero and low emission cars over high emission cars. This is obtained with the 'polluter pays' principle in the car tax system. High taxes for high emission cars and lower taxes for low and zero-emission cars. For a long time, taxes on polluting cars have partly financed incentives for zero-emission cars without any loss in revenues. The purchase tax for all new cars with emissions is calculated by a combination of weight, carbon dioxide and oxides of nitrogen emissions. The tax is progressive, making big cars with high emissions very expensive. For the last few years, the purchase tax has been adjusted gradually to have more emphasis on emissions and less on weight.

Source D: *A comment by a user on Reddit, an online forum*

EVs are not very practical for Housing Development Board dwellers. The EV charging lots are usually hogged by inconsiderate grab drivers and taxi drivers, who continue to park for long periods after their cars are done charging. How do I even find the time to charge my car? Either you are a slave to the car and charge it frequently when a lot is available, which usually isn't, or you are a shift worker who gets to charge it during irregular hours. Cost savings from charging are high, but I wonder how much I am really saving in the long run. Companies keep making EVs more and more expensive. The road tax is also ridiculous! What happened to the government's support for EVs? They are not helping EV owners cope with the cost!

Source E: *An article by Channel News Asia, a news channel from Singapore*

The Rakuten Insight survey found that 35 per cent of respondents felt there was a lack of charging stations here. Such sentiment was unsurprising, given that landed properties - the only type of residence where one can install a personal charging station - make up less than 5 per cent of homes here. This effectively means that the vast majority of Singaporeans who drive an EV would have to rely on common charging stations - an experience that can vary depending on each driver's circumstances and usage needs. Compounding the problem is that the growth in charging stations has lagged behind the growth of EVs, going by figures since 2020. In 2024, Singapore had about 15,300 charging points for 26,225 EVs.

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Source F: *A statement on Tesla's website. Tesla is an American company that manufactures and sells electric vehicles.*

To accelerate the world's transition to sustainable energy, we are making it as easy as possible for drivers to own and charge an EV. That's why we're opening our fast-charging network to allow more EV drivers to charge at over 15,000 Supercharging stalls across North America. Superchargers make up three out of four fast chargers and have set the standard for EV charging in North America. Increasing access to charging is a pillar of Tesla's mission. Since 2012, we've been building the best charging experience in the world, achieving a 99.95% reliability in delivering a successful charging session. We engineer, manufacture and install Superchargers where drivers need them most. Superchargers were always intended to be made available to other EV drivers.

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Section B (Structured-Response Question)

Answer both questions.

Living in a diverse society

Study the extracts carefully, and then answer the questions.

Extract 1

We want to broaden our concept of success. We don't want success to be defined by narrow metrics of academic and material achievements. I want to see a Singapore where everyone Singaporean matters, one where we can strive to be the best possible versions of ourselves.

Extract 2

In some countries, the government finances universal access to a wide range of social services such as education and healthcare.

Extract 3

Singapore is known for its many helping hands approach to helping individuals in need.

6. Extract 1 shows PM Wong's desire to build a Singapore where the concept of success is broadened.

In your opinion, what does Singapore achieve from broadening the concept of success? Explain your answer with reference to **two** benefits for Singapore. [7]

7. Extracts 2 and 3 reflect different approaches to managing socio-economic diversity in a society.

Do you think that the government-financed approach is better than the shared-responsibility approach in managing socio-economic diversity? Explain your answer. [8]

End of Paper

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NAN HUA HIGH SCHOOL

PRELIMINARY EXAMINATION 2025

Subject	:	**Humanities (Social Studies)**
Paper	:	**2272/01, 2273/01, 2287/01**
Level	:	**Secondary 4 Express**
Date	:	**Monday, 25 August 2025**
Duration	:	**1 hour 45 minutes**

Maximum Mark: 50

This paper consists of 16 printed pages.

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1 Study Source A.
Why did the Land Transport Authority make this statement? Explain your answer.
[6]

Level	Descriptors	Marks
1	**Answers based on context of source** Eg. LTA made this statement because many Singaporeans found electric vehicles too expensive or had inaccessible chargers.	1
2	**Message of Source A only OR Outcome of Source A only without audience/purposeful verb OR Have audience and purposeful verb but no outcome and message** Eg. LTA made this statement to **inform people** that **the government has implemented many schemes to make it affordable and convenient to transition to the use of electric vehicles.** This can be seen from Source A that states "These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore." This shows that the government is reducing the cost of owning an electric vehicle and increasing the accessibility of charger stations. **"People" is not accepted as valid audience as it is too vague*	2-3
3	**Message with purposeful verb and/or audience or no outcome OR no message but correct outcome** Eg. LTA made this statement to **convince/persuade/encourage Singaporeans/heavy vehicles owners/companies** that that **the government has implemented many schemes to make it affordable and convenient to transition to the use of electric vehicles.** This can be seen from Source A that states "These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore." This shows that the government is reducing the cost of owning an electric vehicle and increasing the accessibility of charger stations. OR Eg. LTA made this statement to **convince/persuade/encourage Singaporeans/heavy vehicles owners/companies** that to **support this transition and be willing to use/buy electric vehicles..** This can be seen from Source A that states "These initiatives aim to narrow the gap in ownership cost between an	4

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	electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore." This shows that the government is reducing the cost of owning an electric vehicle and increasing the accessibility of charger stations.	
4	**Answers with message, audience, outcome & purposeful verb used** *Award 5m for well-developed and supported answers* Eg. LTA made this statement to **convince/persuade/encourage Singaporeans/heavy vehicles owners/companies** that that **the government has implemented many schemes to make it affordable and convenient to transition to the use of electric vehicles** so that **Singaporeans will support this transition and be willing to use/buy to use electric vehicles.** This can be seen from Source A that states "These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore." This shows that the government is reducing the cost of owning an electric vehicle and increasing the accessibility of charger stations to make electric vehicles more accessible and affordable for Singaporeans to buy.	4-5
5	**L4 + context** *Award 6m for well-developed and supported answers* *Award 5m for weak explanation of message* Eg. LTA made this statement to **convince/persuade/encourage Singaporeans/heavy vehicles owners/companies** that **the government has implemented many schemes to make it affordable and convenient to transition to the use of electric vehicles** so that **Singaporeans will support this transition and be willing to use/buy electric vehicles.** This can be seen from Source A that states "These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore." This shows that the government is reducing the cost of owning an electric vehicle and increasing the accessibility of charger stations to make electric vehicles more accessible and affordable for Singaporeans to buy. LTA made this statement **as the transition to electric vehicles would help reduce carbon footprint but the transition is less possible if Singaporeans are discouraged by the high cost of the vehicles and inaccessibility of charging stations. Hence, this statement is made to assure Singaporeans that adequate support is provided for the transition.**	5-6

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	Context must have: Reduce carbon footprint + high cost + inaccessbility	

2 Study Sources B and C.
How different are they? Explain your answer. [6]

Level	Descriptors	Marks
1	**Similar OR Difference based on Provenance/Topic** E.g. They are different because Source B is from a cartoon published in an American newspaper while Source C is from the website of Norway's EV Association on Norway's EV policy. E.g. They are similar because they are discussing the role of taxpayers in funding the transition to electric vehicles.	1-2
2	**Similar OR Difference based on False Matching** E.g. Source C mentions the progressive tax system on vehicles but Source B does not.	2
3	**Similar OR Difference in Content** *Award 4 marks for well-developed answers.* E.g. Sources B and C are **similar in showing that taxes are used to fund the transition to electric vehicles/taxes are used to fund electric vehicles.** Source B depicts a man holding a taxpayer credit card to pay for the electric vehicle he is driving. Similarly, Source C states that "For a long time, taxes on polluting cars have partly financed incentives for zero-emission cars without any loss in revenues." Both sources show that schemes to support the transition to electric vehicles are mainly paid for by taxes/taxpayers. OR Sources B and C are **different in showing which group of taxpayers are actually funding the transition to electric vehicles.** **Source B shows that all taxpayers are funding the transition while Source C shows that it is mainly people who are driving high emission cars who are funding the transition.** Source B depicts a man holding a taxpayer credit card to pay for the electric vehicle he is driving which indicates that all taxpayers generally are paying for the electric vehicles. However, Source C states that "High taxes for high emission cars and lower taxes for low and zero-emission	3-4

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	cars. For a long time, taxes on polluting cars have partly financed incentives for zero-emission cars without any loss in revenues." This shows that people who ae driving high emission cars are being taxed more and they are the ones who are actually paying for the transition to electric vehicles.	
4	**Similarity AND Difference in Content** *Award 6m for well-developed and supported answers*	5-6

3 Study Source D.

How useful is this source as evidence about the support provided by the government to transition to electric vehicles? Explain your answer. [6]

Level	Descriptors	Marks
1	**Useful, based on undeveloped provenance** E.g. The source is useful as evidence about the support provided by the government to transition to electric vehicles as the source is from a reddit user and can provide his personal experience with the level of support provided by the government to own an electric vehicle.	1
2	**Not Useful, based on typicality of source** E.g. The source is not useful as evidence about the support provided by the government to transition to electric vehicles as the reddit comment is from one user and is not representative of the views of other reddit users.	2
3	**Useful / Not Useful, based on source content** E.g. The source is useful as evidence about the support provided by the government to transition to electric vehicles as it shows that the government is not doing enough to help people cope with the high cost of owning an electric vehicle. Source D states that "What happened to the government's support for EVs? They are not helping EV owners cope with the cost!" This shows that EV owners are struggling with the cost of owning an EV and the government is not providing enough financial support. OR The source is not useful as evidence about the support provided by the government to transition to electric vehicles as it does not provide data on the amount of financial support that should be provided so that	3-4

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	electric vehicle owners would find it affordable to own an electric vehicle. This data could help the government in determining if their subsidies and incentives should be adjusted to encourage people to switch to electric vehicles.	
4	**Useful based on Cross-Referencing to Source E OR Not useful based on Cross-Referencing to Source A** *Award 4 marks for answers with no reliability statement.* *Award 5m for well-developed and supported answers* *Cross-reference should be made and matched specifically to the detail – support provided by the government* *Considered valid match in evidence if using one source mentions financial support and other source mentions lack of charging stations* E.g. The source is not useful as evidence about the support provided by the government to transition to electric vehicles as it is contradicted by Source A as Source A tells me that the government has in place several schemes to ease the financial burden to purchase an electric vehicle. Source D states that "What happened to the government's support for EVs? They are not helping EV owners cope with the cost!" This shows that EV owners are struggling with the cost of owning an EV and the government is not providing enough financial support. However, Source A states that "These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle." This shows that the government has introduced schemes to decrease the cost of owning an electric vehicle. As Source A contradicts Source D, it proves that Source D is unreliable and therefore not useful. OR E.g. The source is not useful as evidence about the support provided by the government to transition to electric vehicles as it is contradicted by Source C as Source C tells me that governments have schemes to incentivise the ownership of electric vehicles. Source D states that "What happened to the government's support for EVs? They are not helping EV owners cope with the cost!" This shows that EV owners are struggling with the cost of owning an EV and the government is not providing enough financial support. However, Source C states that "taxes on polluting cars have partly financed incentives for zero-emission cars without any loss in revenues." This shows that the government has introduced schemes to decrease the cost of owning an electric vehicle. As Source C contradicts Source D, it proves that Source D is unreliable and therefore not useful.	4-5
5	**Not Useful based on Tone**	5-6

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	E.g. The source is not useful as evidence about the support provided by the government to transition to electric vehicles because of its extremely critical tone. The source used words like 'What happened to the government's support for EVs?', 'slave to the car' and 'The road tax is also ridiculous!'. From these words, the author is shown to be very frustrated with the high cost of owning an electric vehicle and focuses heavily on the downsides. His use of these negative language may cause him to appear overly critical and be exaggerating his experiences when in fact, it may not be that negative. Hence, the source is not useful because it becomes unreliable due to its overly critical tone.	

4 Study Sources E and F.

Does Source E prove Source F wrong? Explain your answer. [7]

Level	Descriptors	Marks
1	**General answers based on E/F without addressing the element of reliability**	1
2	**Proves OR Does not prove based on undeveloped provenance OR mismatch of content** E.g. Source E proves Source F is wrong as Source F is a statement on Tesla's website and Tesla is a company that manufactures and sells electric vehicles.	2
3	**Comparison of Both Sources** *Award higher mark for developed answers* Note: Proves = Difference Source E proves Source F wrong because they are different in the level of accessibility EV owners have to charging stations. Source E shows that there are not enough charging stations which leads to low accessibility while Source F shows that there are enough charging stations and they are easily accessible. Source E states that "The Rakuten Insight survey found that 35 per cent of respondents felt there was a lack of charging stations here." However, Source F states that "We engineer, manufacture and install Superchargers where drivers need them most. Superchargers were always intended to be made available to other EV drivers." Source F shows that EV users have easy access to charging stations as they are located in convenient places. However, this is contradicted by Source E as it shows that there	3-4

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	are few charging stations which make it difficult for users to find one.	
4	**Proves based on Cross-Referencing to Source D OR Does not prove based on Cross-Referencing to Source A** *Stand must be coherent after cross-reference is made* *Marks capped at 4m if there is no reliability statement* E.g. **Source E proves Source F is wrong as Source E is supported by Source D, hence Source E is reliable**. Source E shows that there are not enough charging stations which leads to low accessibility while Source F shows that there are enough charging stations and they are easily accessible. Source E states that "The Rakuten Insight survey found that 35 per cent of respondents felt there was a lack of charging stations here." However, Source F states that "We engineer, manufacture and install Superchargers where drivers need them most. Superchargers were always intended to be made available to other EV drivers." Source E is supported by Source D which shows it is not easy to get access to chargers because of the unavailability of charging lots. Source D states "Either you are a slave to the car and charge it frequently when a lot is available, which usually isn't, or you are a shift worker who gets to charge it during irregular hours." This shows that it is difficult to get an available lot or it requires some inconvenience to secure a charging lot. Since Source E is supported by Source D, Source E is reliable and proves that Source F is wrong. OR E.g **Source E does not prove Source F is wrong as Source F is supported by Source A, hence Source E is unreliable**. Source E shows that there are not enough charging stations which leads to low accessibility while Source F shows that there are enough charging stations and they are easily accessible. Source E states that "The Rakuten Insight survey found that 35 per cent of respondents felt there was a lack of charging stations here." However, Source F states that "We engineer, manufacture and install Superchargers where drivers need them most. Superchargers were always intended to be made available to other EV drivers." This is supported by Source A which shows that the number of charging stations have been increased through government initiatives. Source A states "LTA will introduce the...Electric Heavy Vehicle Charger Grant (EHVCG)...to support the deployment of eHV chargers in Singapore." This shows that the government has introduced schemes to increase the number of charging stations so as to support the number of electric vehicles. Since Source F is supported by Source A, Source E is unreliable and does not prove that Source F is wrong.	4-5

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5	**Developed analysis of Provenance of Source F OR Analysis of different contexts of both sources** E.g. Source E proves Source F is wrong as Source F is an unreliable source due to its motive. Source F is a statement on Tesla's website and Tesla is a company that manufactures and sells electric vehicles. Tesla would want to encourage consumers that it is convenient to own an electric vehicle with highly accessible charging stations all over the country so that consumers are likely to switch to EVs. The focus on the increase in the number of charging stations and the high efficiency of the charging stations is meant to appeal to the consumers that EVs are not burdensome. Source F states that "We engineer, manufacture and install Superchargers where drivers need them most. Superchargers were always intended to be made available to other EV drivers." Source F shows that EV users have easy access to charging stations as they are located in convenient places. Hence, Source F become unreliable due to its motive and Source E is able to prove Source F is wrong. OR Source E does not prove that Source F is wrong because Source E and Source F originate from different contexts of different countries. Source E looks at how charging stations are built in Singapore and considering that Singapore is a small country, there are many considerations behind the locations of these charging stations as they take up space. Trade-offs are involved in dedicating space for charging stations. However, Source F focuses on charging stations in North America which is a country with more land and can easily afford more space to build more charging stations. Hence, it is possible for Source F to be right in how there is not a problem in fewer charging stations because North America has adequate space for more charging stations to be built whereas that is not the case for Source E when it comes to Singapore.	6-7

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5 'Sufficient support is provided for the full transition to electric vehicles.'
Using the sources in the case study, explain how far you would agree with this statement. [10]

<table>
<tr><th>Level</th><th>Descriptors and Suggested Answer</th><th>Marks</th></tr>
<tr><td>1</td><td>Writes about statement, no valid source use
Award L1/1 for no valid use of sources. Students need to explain the sources in relation to the statement, not just paraphrase or summarize the evidence.</td><td>1</td></tr>
<tr><td>2</td><td>Yes or No, supported by valid source use
Award 2m for 1 valid use of source
Award 3m for 2 valid use of sources
Award 4m for 3 or more sources explained</td><td>2-4</td></tr>
<tr><td>3</td><td>Yes and No, supported by valid source use
Both elements of L2.
Award 5m for valid use of 2 sources (1Y+1N)
Award 6m for valid use of 3 sources (1Y + 2N or 2Y + 1N)
Award 7-8m for valid use of 4 or more sources (2Y+2N)

Note: To agree/disagree with the statement, students need to identify from the source and explain why support is/is not provided.

Agree – A, B, C, F
Disagree – B, D, E
<table>
<tr><th>Agree</th><th>Disagree</th></tr>
<tr><td>Source A

I agree with the statement because EV users are supported with incentives and the building of more charging stations. Source A states that "These initiatives aim to narrow the gap in ownership cost between an electric heavy vehicle (eHV) and an internal combustion engine heavy vehicle, and to support the deployment of eHV chargers in Singapore." This shows that the cost of EVs are lowered through incentives and the government is providing more funding in the building of more charging stations to make it easier to transition to the use of EVs.</td><td>Source B

I disagree with the statement because there is a greater financial burden on taxpayers to support the switch to EVs. Source B depicts a man holding a taxpayer credit card to pay for the electric vehicle he is driving. This shows that taxpayers have to pay more in order to fund schemes to increase access to EVs which may not be sustainable in supporting the transition to the use of EVs.</td></tr>
</table>
</td><td>5-8</td></tr>
</table>

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	Source B I agree with the statement because **the money from taxpayers are being channeled into the purchase of EVs.** Source B depicts a man holding a taxpayer credit card to pay for the electric vehicle he is driving. This shows that a portion of taxes is allocated to purchase of EVs and bringing them into the country which can help to subsides the cost of EVs. This can reduce the financial burden of purchasing an EV.	**Source D** I disagree with the statement because **the price of owning EVs is increasing, making it more costly to own one.** Source D states that "Companies keep making EVs more and more expensive. The road tax is also ridiculous! What happened to the government's support for EVs?" This shows that there is not enough support in making EVs affordable.	
	Source C I agree with the statement because **incentives for zero-emission cars are funded through taxes on high emissions cars.** Source C states that "taxes on polluting cars have partly financed incentives for zero-emission cars without any loss in revenues." This shows that incentives to own EVs come at a cost to owners of high emissions cars, to discourage the use of high emissions cars. As a result, it is cheaper to purchase an EV compared to a conventional vehicle.	**Source E** I disagree with the statement because **there is a lack of accessibility to charging stations, making it inconvenient to own one.** Source E states that "The Rakuten Insight survey found that 35 per cent of respondents felt there was a lack of charging stations here." This shows that there are not enough charging stations being built to increase their accessibility. As the access to charging stations is not easy, it discourages the transition to EVs.	
	Source F I agree with the statement because **companies are building more charging stations to make them more accessible to EV users.** Source F states that "We engineer, manufacture and install Superchargers where drivers need them most. Superchargers were always intended to be made available to other EV drivers." This		

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	shows that companies are ensuring that the switch to EVs is convenient as it is easy to find a charging station.	
4	**Through analysing one source in relation to its utility, reliability, or sufficiency** E.g. Source C is useful because it is from the website of Norway's EV Association on Norway's EV policy. As Norway's EV Association, it would want to provide comprehensive and credible information on the EV policy in Norway so that the people in Norway have a good understanding of the schemes implemented to support EVs. Hence, Source C needs to carry out sufficient research and gather data in order to be a source of expert knowledge in providing relevant information on the trade-offs and if it is of value to switch to EVs to encourage the switch. **By sharing example from contextual knowledge** E.g. In relation to Source D, the problem of the lack of charging stations is not just limited to HDBs but it is also a problem for those living in condominiums as there needs to be an approval from the majority of the residents before a charging station can be built. It would be difficult to obtain majority of the votes if many do not own an EV. **By giving a balanced conclusion** ***Agree** – A, B, C, F* ***Disagree** – B, D, E* E.g. As suggested in Sources A and C **(need to be sources used by the student)**, initial steps have been taken to support the switch to EVs through incentives and funding schemes. However, Sources D and E **(need to be sources used by the student)** show that more support should be provided, especially in terms of the infrastructure of charging stations so that EVs continue to be accessible and convenient to use in the long run. While schemes to support the transition have been helpful, there needs to be a more sustained and concerted effort between the government and companies selling EVs to make EVs more affordable and accessible. OR In order to provide targeted support, governments could allocate more spaces in carparks or malls for charging stations to make them more accessible. Governments could also look into purchasing faster and	+1 or 2

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	more efficient charging stations so that charging stations are not occupied by the same user for a long period of time.	

Section B (Structured Response Question)

6. Extract 1 shows PM Wong's desire to build a Singapore where the concept of success is broadened.

In your opinion, what does Singapore achieve from broadening the concept of success? Explain your answer with reference to **two** benefits for Singapore. [7]

Level	Descriptor	Mark
1	**Describes the topic or quotes from extract** E.g. the concept of achievement, if broadened, will probably mean recognising people like hawkers, artisans etc. as also successful in their own right, instead of just the typical doctors and lawyers.	1
2	**Identifies / Describes strategies** *Award 2 marks for identifying one benefit.* *Award 3 marks for identifying two benefit OR describing one benefit.* *Award 4 marks for describing two benefits.* E.g. One benefit is better mental health for all Singaporeans. When the concept is broadened, it allows more people to be recognised as successful, such as those who are skilled in crafts or at sports. Being able to feel successful makes one more satisfied with their quality of life, thus improving their mental health. E.g., One benefit is it encourages the lifelong learning amongst Singaporeans. When the concept of success is broadened, it encourages people to venture into less established career choices beyond the typical doctor, lawyer, finance jobs. As these choices can be relatively unchartered to Singaporeans, individuals will have to learn: research, acquiring new skills and figuring the industry out in order to excel in them. E.g., One benefit is the diversification of the economy. When different types of jobs are respected, it encourages more individuals to follow their dreams, entering into lesser known sectors, or even creating new ones, causing the economy to become more diverse. **Note:** 'describe' would likely entail answering 'how' the benefit comes	2-4

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	about from broadening the definitions of success.	
3	**L2 + Explains strategies** Award 5-6 marks for explaining one benefit. Award 6-7 marks for explaining two benefits. **Two ways of tackling this question:** 1. **State benefit → Describe benefit → Explain how broadening of success leads to benefit** 2. **State benefit → Describe how broadening of success leads to benefit → Explain why it is a benefit** E.g. One benefit is better mental health for all Singaporeans. When the concept is broadened, it allows more people to be recognised as successful, such as those who are skilled in crafts or at sports. Being able to feel successful makes one more satisfied with their quality of life, thus improving their mental health. When the people have good mental health, they are less prone to crime and mental illnesses, helping to contribute to a safe society to live in. E.g., One benefit is it encourages the lifelong learning amongst Singaporeans. When the concept of success is broadened, it encourages people to venture into less established career choices beyond the typical doctor, lawyer, finance jobs. As these choices can be relatively unchartered to Singaporeans, individuals will have to learn: research, acquiring new skills and figuring the industry out in order to excel in them. Ultimately, the proclivity to learn continuously helps make for a Singapore that is more adaptable and nimble in responding to changes in the world. E.g., One benefit is the diversification of the economy. When different types of jobs are respected, it encourages more individuals to follow their dreams, entering into lesser known sectors, or even creating new ones, causing the economy to become more diverse. When the economy is diversified, it makes a country more economically resilient because well performing sectors of the economy are able to offset any shocks experienced in another sector.	5-7

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7. Extracts 2 and 3 reflect different approaches to managing socio-economic diversity in a society.

Do you think that the government-financed approach is better than the shared-responsibility approach in managing socio-economic diversity? Explain your answer. [8]

Level	Descriptor	Mark
1	**Writes about the topic but without addressing the question** E.g. Singapore adopts the shared responsibility approach, which can be seen in the many helping hands philosophy it takes towards providing social services, beginning with the individual, their immediate family, the community and the government.	1-2
2	**Describes factors** Award 3 marks for describing one factor. Award 4 marks for describing two factors. E.g. A government-financed approach to managing socio-economic diversity refers to the use of public funds to provide social services to citizens, regardless of their background of socio-economic status. Sweden provides a strong example of this approach in action. Through a robust welfare state, Sweden offers free or heavily subsidized education, universal healthcare, childcare, and income support. OR E.g. The shared-responsibility approach to responding to socio-economic diversity is where many helping hands such as individuals and families, community groups and the government work together to address issues related to socio-economic diversity and meet the needs of society. For example, a scheme such as Medifund provides financial assistance to persons of lower socio-economic status, but operates on a co-payment basis, requiring the individual to still be responsible for affording their own healthcare. Or, schemes such as SkillsFuture subsidises retraining, while still reinforcing an individual's duty to work and provide for themselves.	3-4
3	**Describes and explains factors** Award 5-6 marks for explaining one factor. Award 6-7 marks for explaining two factors. E.g. A government-financed approach to managing socio-economic diversity refers to the use of public funds to provide social services to citizens, regardless of their background of socio-economic status. Sweden provides a strong example of this approach in action. Through	5-7

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	a robust welfare state, Sweden offers free or heavily subsidized education, universal healthcare, childcare, and income support. **Through providing these services universally, the government-financed approach ensures that everyone has access to services that are critical for their personal well-being, ensuring that everyone can have a good standard of living, regardless of their socio-economic status.** *Explanation for this factor should address how this approach provides access to resources for everyone regardless of SES* OR E.g. The shared-responsibility approach to responding to socio-economic diversity is where many helping hands such as individuals and families, community groups and the government work together to address issues related to socio-economic diversity and meet the needs of society. For example, a scheme such as Medifund provides financial assistance to persons of lower socio-economic status, but operates on a co-payment basis, requiring the individual to still be responsible for affording their own healthcare. Or, schemes such as SkillsFuture subsidises retraining, while still reinforcing an individual's duty to work and provide for themselves. **The shared-responsibility approach effectively manages socio-economic diversity by providing targeted assistance to vulnerable groups that need the help, enhancing individual, family and community efforts to meet the needs in society.** *Explanation for this factor should address how this approach provides targeted support for low-income groups*	
4	**Both aspects in L3 + Explains relative importance of each factor** E.g. L3 + However, where it pertains to the sustainability of the approach, it is clear that the shared-responsibility approach is the better way of managing socio-economic diversity. Government financing requires high taxes, which, in the era of ageing population, creates extremely high burden on the shrinking pool of working adults. As populations continue to grey, it will eventually become untenable. The shared-responsibility approach on the other hand reinforces the idea that help should also come from sources other than the government, allowing the government to better manage the public funds allocated to social services and avoid an unsustainable spending that will lead to an impossible tax burden on the working adults.	8

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