1.

Transcriptions: Task 1

2

1+2+2=5

nage Schema	Discourse Pattern A20		Semantic Relations	
Whole	Preview	Figures relating to road deaths in New Zealand make for extremely sobering reading. These vehicles of convenience are rarely regarded as lethal weapons. The true impact of the statistics is still not recognised until a loved one becomes part of the data.	Grounds Conclusion; Condition Consequence (inverted)	Bonding
Part up ↓ down	Details	*The accompanying table allows one to analyse the statistics in* terms of both type of road user and age. Much media attention is given to the high proportion of teenagers who meet an untimely end, hopefully to encourage greater care amongst those still inexperienced in the control of a motor vehicle. It is interesting to reflect on the high incidence of deaths amongst those in the 25 – 39 year-old age bracket. Bearing in mind that this bracket spans 14 years and hence a greater proportion of the population than those recorded in the 4 year 15 – 19 year – old bracket, one would still regard this group as potentially one of the 'safest'. What factors would contribute to this high rate? *Are people in this age-group more often on the road, pursuing* busy lifestyles and thus exposing themselves to more risk? Certainly "mums' fit this category, collecting and delivering children to & from school and activities, rushing to be on time. The well-known fact that many fatal accidents occur close to home would seem to support this hypothesis.	Means Result; Amplification; Concession Contraexpectat.; Bonding; Grounds Conclusion	Means Purpose (inverted); Bonding; Reason Result (inverted)
	Grounds Conclusion; Grounds Conclusion; Bonding; Bonding			
	Amplification; Bonding	The large number of cyclists and motorcyclists killed on the roads is also disturbing, considering the relatively small proportion of *total vehicular transport* represented by these modes of transport. The death rate is high. They definitely do not represent a safe mode of transport and considering that they are often chosen by those on lower incomes as the only economic option, the death rate discriminates against those on the lower end of the social scale.	Concession Contraexpectation; Grounds Conclusion	Bon[ding]
	Bonding	The figures in this table provide food for thought on social factors associated with road deaths. However they way they are presented makes rational analysis difficult. The fact that the age ranges vary so widely makes the numbers of deaths in each *category appear disproportionate.*	Grounds Conclusion (inv.)	Concession Contraexpectat[ion]
		What would also be of interest would be factors such as alcohol related deaths, speed related deaths, drivers "at fault" as opposed to not etc. Also the proposition of those injured to those killed would paint a truer picture of the tragedy of road usage.	Bonding	

384 words

24 Semantic Relations

Bonding (x 9)

Grounds Conclusion (x 6)

Concession Contraexpectation (x 3)

Amplification (x 2)

Reason Result (x 1)

Means Result (x 1)

Means Purpose (x 1)

✓✓

2.

Transcriptions: Task 1

2 + 3 + 2 = 8

3

Image Schema Discourse Pattern	A21	Road Deaths in New Zealand	Semantic Relations
Whole	Preview	The statistics on road deaths in NZ from May 96 to April 97 reveal some interesting trends.	Bond
Parts — up	Details	It appears that car fatalities far exceed any other form of road user deaths. A total of 253 drivers and 178 passengers died during the year. The drivers, interestingly, ranging in age from 15 to 60+. These figures peak at 83 deaths for those aged 25- 39 years. The other shocking fact is the high number of 0 to 4 year olds killed as passengers. This may reflect a failure to utilize seat belts. It also rises to 44 for those aged 15 – 19, probably largely resulting from riding with young drivers.	Simple Contrast; Bonding; Bonding; Grounds Conclusion; Grounds Conclusion (inverted); Bonding
		Motorcyclists appear most vulnerable aged from 15 to 39. Perhaps not a surprising result.	Bonding
		Pedestrian fatalities are alarming. Individuals aged 25 – 39 and 60+ are apparently the most vulnerable.	Bonding
		Cyclists reflect a constant 2 to 4 deaths per age group, with only on break in the trend, no deaths aged from 20 to 24.	Statement Exception
down		The unknown vehicle at age15 – 19 poses an interesting question. What is an unknown vehicle?	Amplification
		These statistics however, have a number of weaknesses. Firstly, the age grouping varies greatly. When the statistics reflect 41 deaths for those aged 20 – 24 and then 83 deaths fro those 25 – 39, It appears to condemn all those in the larger age bracket, however, there were more of them. And if continuous 4-year age brackets were used, it would probably show the younger portion of the group to be responsible.	Bonding; Concession Contraexpectation; Bonding; Condition Consequence; Bond

249 words

16 Semantic Relations

Bonding (x 9)
Grounds Conclusion (x 2)
Concession Contraexpectation (x 1)
Statement Exception (x 1)
Amplification (x 1)
Simple Contrast (x 1)
Condition Consequence (x 1)

3. 3 + 2 + 4 = 7 3

Transcriptions: Task 1

Discourse Pattern

Image Schema	A22		Semantic	Relations.
Whole	Preview	This chart shows the road deaths in NZ over one year in the late 1990's, divided into categories of age and type of road user.	Bonding	
Parts	Details Problem	<u>As one would expect</u>, no children under the age of fifteen were killed as drivers of motorised vehicles, except one motorcyclist who was presumably a farm boy. Only seven children were killed in cycling accidents during this year.	Statement Exception	Bonding
Concession Contraexpectation	Bonding	<u>After the age of fifteen</u>, driver deaths are recorded, and the statistics here are very interesting. Contrary to popular opinion, the majority of driver deaths were <u>not</u> teenagers and young adults, but rather those in the 25 to 39 year old age group. In fact, if one totals the number of deaths across age groups, the largest number in the 25 – 39 year old group, a group which is usually considered to have reached the age of responsibility.	Concession Contra-expectation; Condition Consequence	Bonding; Gro Concl (inve
		<u>However</u>, without accompanying demographic information, it is not possible to establish what percentage of the population lies within these groups, so that, in fact, the deaths in this age group may represent a much smaller percentage than they do in the other groups.	Reason Result; Simple Contrast	Grounds Conclusion
		<u>Deaths of drivers</u> are the largest total group, but deaths of passengers are largest in the 15 – 19 year old group.	Simple Comparison	
	Solution and Evaluation; Simple Contrast	<u>Looking at these statistics as a guide to driver education</u> needs across the country, these statistics on their own would suggest ~~s~~ that our current T.V. advertising is aimed appropriately, as it targets drivers across the age spectrum. It would be interesting to see driver deaths broken down into speed alcohol related etc in order to refine this more clearly. The fact that more New Zealanders are killed as pedestrians than on motorbikes would suggest that drivers in N.Z. need to be further educated on safety issues regarding the rights of pedestrians on our streets.	Grounds Conclusion; Means Purpose; Grounds Conclusion	Reason Result (inverted)

299 words

18 Semantic Relations

Bonding (x 4)
Grounds Conclusion (x 4)
Concession Contraexpectation (x 2)
Simple Contrast (x 2)
Reason Result (x 2)
Statement Exception (x 1)
Condition Consequence (x 1)
Simple Comparison (x 1)

√

Transcriptions: Task 1

2+1+4 = 7

3

Discourse Pattern

Image Schema	A23		Semantic Relations
Whole	Preview	Every year New Zealand Road and Transport issues a report tabling the number of deaths by road users for that period. In the report for the twelve month period between April 1996 and April 1997 I will discuss the following areas. Firstly, I will elaborate on the categorisation of road users and then go on to illustrate the low nd high risk users according to age groups within those categories. Next, I will offer some simple reasons why certain categories have the percentages or numbers listed. And thirdly, I will highlight the categories with the most road fatalities overall. Finally I will conclude with sum of the report i have discussed.	Amplification Bonding Amplification Bonding Bonding Bonding Bon[ding]
Part up down	Details Means Purpose	TYPES of Road Users According to the April 1997 report, road users are categorised into 5 main types. These are drivers, passengers, motorcyclists, pedestrians and cyclists. There is also a less significant area for unknown entries. All of these categories are broken down into age groups of eight specific ranges. And again th4re is an area for unknowns entries. By examining the table form 1997, it can be said. that certain low and high risk categories in certain age groups can be used to determine patterns from which data can be analysed From the data it c..	Bonding Bonding Bonding Means Result

208 words

11 Semantic relations

Bonding (x7)

Amplification (x2)

Means - Result (x1)

Means Purpose (x1)

Transcriptions: Task 1 $2+1+4 = 7$

[3]

Image Schema	Discourse Pattern A24		Semantic Relations
Whole	Preview	This table shows the number of people who died on the roads in New Zealand over a period of a year ending in April 1997.	Amplification; Bonding
Part up ↓ down	Details	Driver and passenger deaths ranked the highest during this one year period, they being 253 and 178 respectively. Pedestrians and motorcyclists had a similar number of deaths, the former being 57 and the latter 51. The lowest number of deaths ocurred in the cyclist and unknown category (17 and 1 respectively.)	Bonding; Bonding; Bonding
up ↓ down		The highest number of road deaths ocurred amongst drives in the 25 – 39 age bracket, the figure being 83. This number far exceeded any other. The second highest was again amongst drivers but in the 40 – 49 age bracket in which 52 people died. Comparing this to the passenger age groups, their highest number of deaths ocurred in the 15 –19 year olds, and their second highest in the 25 – 39 year olds.	Bonding; Bonding; Bonding; Simple Contrast
up ↓ down		The 25 – 39 age bracket held the record number of motorcyclist deaths (18), compared to the 60+ years holding the record amongst pedestrians (13).	Simple Contrast
		There were only two unknown cases of age group.	
	Statement Exception	In general, there were a lower number of deaths in the three groups under the age of 14, whereas the highest number of deaths ocurred in the 15 – 49 age bracket, with the exception of pedestrians.	Simple Contrast

218 words

12 Semantic Relations

Bonding (x 7)

Simple Contrast (x 3)

Amplification (x 1)

Statement Exception (x 1)

√

6.

Transcriptions: Task 1

1 + 1 + (75°) 1 = 3
(6) 1

1

discourse pattern

image schema	A25		semantic relations	
whole	Preview	In the twelve months between April 1996 and April 1997 there were a total of 547 road deaths on N.Z. roads. These deaths involved people of all ages. The figures have been analysed in age groups.	Bonding	Bonding
part / up	Details	The largest percentages of these deaths were drivers with a total of 253 of the 547 deaths and 83 of the 253 from the 25 – 39 age-bracket.	Bonding	Amplification
		Even though the 25 – 39 age bracket contains the largest number of driver deaths, nearly one quarter of the passenger deaths were in the 15 – 19 age–bracket, this being the greatest number followed closely by the 25 – 39 age–bracket.	Bonding	Concession Contraexpect
	Bonding	One again motorcyclists in the 25 – 39 age group formed the highest statistics with just under a third of the 51 deaths.	Amplification (Term Specification	
	Grounds Conclus:	The 25 – 39 age group and the 60+ age group share a similar high score in the list of pedestrian casualties.	Simple Comparise	
down		Interestingly, cyclist statistics are comparable with no deaths in the 0 – 4 years and 20 – 24 year groups. In fact, cyclists form only 17 of the 547 road deaths.	Comparative Similarity	Bonding
		So it can be seen that the road users most at risk on our roads are those in the 25 – 39 age group.	Amplification	

199 words

13 Semantic Relations (x 3

Bonding (x 6)
Amplification (x 3)
Simple Comparison (x 2)
Concession Contraexpectation (x 1)
Grounds Conclusion (x 1)

7.

Transcriptions: Task 1

1 + 1 + 1 = 3

1

image schema	discourse pattern A26		semantic relations	
whole	Preview	It is common knowledge that in New Zealand young people cause many road deaths. It has been argued that the driving age should increase from sixteen years because of the statistics. However, a recent report on the number of road deaths and the types of road users, has brought new information to light.	Amplification; Reason Result (Inverted)	Grounds Conclusion; Concession Contraexpectation
part up	Details	The first interesting point is that the drivers in the age group from 25 – 39 years cause the most deaths by almost double that of the other age groups. The scale of death causing road users does seem to be consistent but the graph has grouped the 19 – 24 year old in four year groups in contrast the the 25 to 39 year old groups which are grouped in 9 year groups. This may skew the results. Bonding	Simple Contrast; Concession Contraexp.; Simple Contrast	Grounds Conclusion
		B Another rather disturbing result is the number of pedestrians and cyclist killed on the roads in New Zealand. Fifty seven pedestrians died in the year form April, with a majority of those deaths in the 15 – 30 years and 60+ years. Compare this result with motorcyclists, of which fifty-one died and the data is surprising. There is a suggestion it is safer to ride a motorcycle than walk in New Zealand. In contrast to the number of pedestrians killed, there were only 17 deaths of cyclist. Perhaps in New Zealand, road users are educated on safety in contrast to pedestrians.	Amplification; Bonding; Condition Consequence; Simple Contrast; Simple Contrast	Bonding; Grounds Conclusion; Grounds Conclusion
down		B A final point is the number of passengers killed was 178 compared with the number of drivers killed at 253. This may suggest that iit it is safer to be a passenger than a driver, but there is not a considerable difference, making the evidence inconclusive	Simple Contrast; Concession Contraexpectation	Grounds Conclusion
		In conclusion, road safety in New Zealand and the number of deaths on the roads continues to be a major concern. From the statistics and raw data, there are still far too many deaths in all age groups. The increasing deaths can not be blamed on the youth of New Zealand, and the driving age. Instead all age groups and road users must be considered.	Grounds Conclusion; Denial Correction	Bonding

340 words

25 Semantic Relations

Bonding (x 6)
Grounds Conclusion (x6)
Concession Contraexpectation (x3)
Simple Contrast (x 5)
Reason Result (x1)
Amplification (x2)
Condition Consequence (x1)
Denial Correction (x 1)

1 + 1 + 4 = 6

2)

Transcriptions: Task 1

discourse pattern

image schema	A27		semantic relations	
whole	Preview	The table includes data about the deaths of 557 people on New Zealand roads for twelve months, ending April, 1997. The data include distinctions of age group and categories of road user.	Bonding	
part up	Details Amplification (Term Spec.)	In each age group, the number of drivers outnumbers passengers, except in the 15 – 19 age group. In the 40 – 49 age group noticeably fewer passengers died than drivers, whereas in the 15 – 19 age group the number of passenger deaths (44) is greater than drivers (31). It is difficult to draw any conclusions from this without knowing the number of passengers carried. However, the data show that the number of drivers under 40 who died on New Zealand roads (155) is greater than the number over 40 (98).	Statement exception Simple Contrast Simple Contrast Condition Consequence (inverted) Simple Contrast	Simple Contrast Concession Contraexpectation Bonding
	Amplification (Term Spec.)	Overall it is difficult to avoid the conclusion that younger drivers are more dangerous, both to themselves and for passengers they carry. But again, these statistics in the data given need to be related to overall numbers of cars and drivers on the roads in New Zealand.		Concession Contraexpectation
	Reason Result	Motorcyclist fatalities are predominantly in the age range 15 to 39, while pedestrian deaths are fairly even except for larger numbers in the 25 – 39 and 60+ age groups. Perhaps people over the age of 60 are more vulnerable because of failing health but the table includes no mention of how the pedestrians died. Presumably, the category of 'driver' includes the drivers of cars, vans and even large trucks, so it is difficult to attribute the deaths of pedestrians to other types of road users or to other age groups of driver.	Simple Contrast Concession contraexpectation Grounds Conclusion	Grounds Conclusion
down	Amplification	The number of cyclists who died may be in proportion to the ration between bicycles and other forms of transport on the roads.	Simple Comparison	
		It would be interesting to know whether and how the number of deaths is related to developments such as the wearing of seat belts, wearing of cycle helmets and the provision of car seats for children.	Reason Result (inverted)	

318 words

20 Semantic Relations
Simple Contrast (x5)
Amplification (x3)
Concession Contraexpectation (x3)
Grounds Conclusion (x2)
Reason Result (x2)
Bonding (x2) ??
Simple Comparison (x1)

Condition Consequence (x1)
Statement Exception (x1)

2+1+ 2 = 5

12

Transcriptions: Task 1

discourse pattern

image schema	A28		Semantic Relations	
whole	Preview	From April 1996 to April 1997, there were 557 road deaths in New Zealand. This table breaks down these deaths by age groups and by type of road user. By Examining this table, we can make some interesting observations.	Means Result	Bonding
parts up ↓ down	Details	First, it appears as though drivers are more at risk than any other group of road users. For example, 253 drivers died in comparison to 178 passengers, 51 motorcyclists, 17 pedestrians and 17 cyclists. By examining ratios, it can be said that drivers make up approximately half of all road deaths (i.e. 253 deaths out of a total of 557 road deaths.)	Simple Contrast; Simple Contrast; Grounds Conclusion	Statement Exemplification
up ↓ down	Bonding	Second the age group of 25 – 39 year olds are involved in more road deaths than any other age group. This age group ranked the highest with 154 deaths. The next closest group would be the age group of 15 – 19 year olds with 97 deaths. This indicates that 25 – 39 year olds make up about one fifth of road deaths.	Simple Contrast	Bonding; Bond
		Third it should also be noted that the 25 – 39 age group have the highest or second highest number of deaths in each category of road user, with the exception of cyclists.	Statement exception	
		By examining this table, one can discern that 25- 39 year olds are the most at risk when it comes to road deaths in New Zealand.	Means Result	

220 words

12 Semantic Relations

Bonding (x4)

Means Result (x2)

Simple Contrast (x3)

Statement Exemplification (x1)

Statement Exception (x1)

.10 2+2-1=5 2

Transcriptions: Task 1

image schema	discourse pattern A29		semantic relation
whole	Preview	It can be seen from the statistical data presented that a large number of New Zealanders died on the roads in the twelve months to April 1997	Grounds Conclusion
part up	Details Bonding	Drivers ~~of which~~ represent the largest group of fatalities with those in the 25 – 39 age group dying at approximately double the ~~rte~~ rate of other age groups. Passengers in vehicles make up the next largest group with a spread from a low of seven in the 5 – 9 age bracket to a high of 44 in the 15 – 19 age bracket. School age children seem to be least at risk from dying in a car accident, while those in their late teens and mid-twenties to middle age seem most at risk.	Bonding Simple Contrast Bonding Simple Contras Simple Contrast
		Motorcyclists account for less than ten percent of the total road toll for the period and the fatalities mostly occur in the years from late teens to middle age, which would be fairly representative of the motorcycle-riding population.	Bonding Bonding
down	Bondg Grounds Conclusion (inverted)	Pedestrians make up slightly more than ten per cent of the total, with fatalities right across the age spectrum Predictably, most deaths have occurred int ~~ek~~ 60 plus age bracket when many people begin to suffer loss or impairment of the senses (sight, hearing) and less physical mobility. It is disturbing to see so many children dying as pedestrians but perhaps understandable given their size and unpredictable nature.	Bonding Grounds Conclusion (inverted) Concession Contraexpectation (inverted)
	Amplificatn (Term Spec)	Overall, it would seem that the 25 – 39 age group is the most dangerous, but this is the time in life when people are out on the roads more in the course of their business, social or family lives.	Concession Contraexpectation

263 words

16 Semantic Relations
Bonding (x7)
Simple Contrast (x3)
Grounds Conclusion (x3)
Concession Contraexpectation (x2)
Amplification (x1)

✓

11.

Transcriptions: Task 1

2 + 3 + 2 = 8

3

image schema	discourse pattern A30		semantic relations
Whole up ↓ down	Details Bonding Simple Contrast	The information in the table clearly indicates that the majority of deaths on New Zealand roads occur in incidents involving motorised vehicles, presumably motorcars or trucks. A significantly higher number of drivers than passengers died. However the figures for passenger deaths in the 15 – 19 age group is slightly higher than that for drivers. A very small number of people were killed when on foot or on non-motorised vehicles. It is however interesting to note that the 25 – 39 age group contained almost the highest number of pedestrian road deaths in 1997.	Amplification (Predicate Specification) Simple Contrast Concession Contraexpectation Concession Contraexpectation
Part Bonding	Bonding Amplification Term Specification	The 25 – 39 age group is significant in the table because the greatest number of deaths for almost every mode of transport fall within that age range. This is somewhat surprising as it might be expected that the majority o deaths would occur in the 15 – 19 or 20 – 24 age group. Having noted that it is important to qualify the statement by drawing attention to the figure for passenger deaths in the 15 – 19 age group, which is very high. There is a gap in the information presented, regarding this figure because there is no information about the age group driving those vehicles.	Reason Result (inverted) Reason Result (inverted) Concession Contraexpectation Means Result (inv.) Reason Result (inverted)
		In addition the statistics do not reveal the age group of drivers responsible for the deaths. It would be interesting to note how the figures might stack up if information about those responsible for the accident was given From the information presented in the table drivers over 25 seem to be more highly represented than younger drivers, contrary to what one might expect.	Bonding Condition Consequence Grounds Conclusion Concession Contraexpectation

259 words

18 Semantic Relations

Concession Contraexpectation (x4)
Bonding (x4)
Amplification (x2)
Simple Contrast (x2)
Reason Result (x3)
Means - Result (x1)
Condition Consequence (x1)
Grounds Conclusion (x1)

12..

Transcriptions: Task 1

3 + 2 - 2 = 7

3

Discourse Pattern

...nage Schema	A31		Semantic Relation
...hole ...art down	General + details Simple Contrast	As private cars figure very prominently in the lives of most New Zealanders, it is reasonable to assume that accidents involving motor vehicles will figure largely in the statistics for road deaths in any given year. While the accompanying table is not specific about whether motor vehicles were involved in the pedestrian and cyclists' deaths, their number is low compared with deaths involving cars and motorcycles.	Grounds Conclusion Concession Contraexpectation Ba... Bond...
	Particular (problem) Simple Contrast	The statistics for children show, as one would presume, that children future (feature) mainly as passengers in cars or as pedestrians although there is the anomaly of the child killed in a motorcycle accident. One could speculate about the use of child restraints, especially as the number of infants killed seems high compared with he number of children 5 – 9 killed.	Concession Contraexpectation Grounds Conclusion (inverted)
up	Amplification (Predicate Specification)	The years when young people learn to drive and become independent drivers produce a high number of road deaths, especially the ages 15 – 24, as shown in the table. Because of the different age spans used in the table, it is not immediately obvious that this age group contributes disproportionately to the statistics – vehicle passengers killed who were between 15 – 24, for example, totalled 61, very much higher than the 39 in the 25 – 39 age group. A slightly smaller proportion of drivers in the age group 15 – 24 were killed compared with the age group 25 – 39.	Amplification (Term Specification) Reason Result Simple Contrast Simple Contrast Statement Exemplification
		Statistics for pedestrians seem to indicate a rise after the age of 60 – possibly failing faculties and an inability to move quickly.	Grounds Conclusion (inverted)
	(solution)	The data certainly show the need for driver education and the enforcement of the use of car restraints, especially for passengers of all ages.	Grounds Conclusion

words

16 Semantic Relations

Grounds Conclusion (x4)

Concession Contraexpectation (x2)

Simple Contrast (x4)

Reason Result (x1)

Bonding (x2)

Amplification (x2)

Statement Exemplification (x1)

13.

Transcriptions: Task 1

2 + 1 + 3 = 6

$\boxed{2}$

Discourse Pattern

Image Schema	A32		Semantic Relations	
Whole	Preview Bonding	The table shows the number of road deaths in New Zealand for the twelve months immediately prior to April 1997. The statistics are divided into the types of road user, ie drivers (shown as drivers and passengers) pedestrians, cyclists, motorcyclists and unknown. The statistics are further divided into age groups ranging from 0–4 years up to 60+ years. In addition there is a category for 'unknown'.	Bonding	Bonding
Part up down	Details Simple Contrast	Analysis of the type of road user shows that drivers recorded the highest number of deaths at 253 for the year whilst the least number of deaths were recorded to be 'unknown' at 1. The next highest number of deaths was recorded at 17, being cyclists.	Amplification (Predicate)	Simple Contrast
up down		Looking at the same statistics but focusing on the age groups you can see that the highest number of deaths recorded in drivers category was 83 in the 25-39 age group. In the passenger column the highest was 44 deaths in the 15-19 years age group. For motorcyclists the highest number of deaths was recorded in the 29-39 age group. The greatest number of deaths occured in the 60+ age group for pedestrians and the cyclist column one can see the highest number of deaths (4) occuring in the 10-14 age group.	Bonding Bonding	Bonding
		It can be concluded from these road user statistics that:		Grounds Conclusion
up down		From all modes of transport you are most at risk if you are the driver of the vehicle as opposed to the passenger or a motorcyclist, pedestrian or cyclist.	Condition Consequence (inverted)	
Source Path		If you are aged 0-14 years you are most at risk as a passenger ie 33 deaths as opposed to 24 deaths in the other areas combined.	Condition Consequence Simple Contrast	Grounds Conclusion (inverted)
		If you are aged 15-39 years you are more likely to be killed as a driver than as a passenger, motorcyclist, pedestrian, cyclist, etc.	Condition Consequence	
		In the 40-60+ year age group once again the driver is at risk rather than the other modes of transport.	Simple Contrast	

316 words

16 Semantic Relations
Bonding (x 6)
Simple Contrast (x 4)
Condition Consequence (x 3)
Grounds Conclusion (x 2)
Amplification (x 1)

14.

Transcriptions: Task 1

2 + 1 + 3 = 6

$\boxed{2}$

Discourse Pattern

nage Schema	A33		Semantic Relations
hole	Preview	The table below shows data about Road in New Zealand for one year from April 1996 to April 1997. The data is divided into the different types of road users.	Bonding
art up down	Details	From the graph we can see the highest number of road deaths are the actual drivers of the vehicles. Car drivers are the highest by far. Although between the ages of 15-19 years there are a higher number of passengers killed. The actual figures are 31 drivers and 44 passengers. Also during this age group there is a sharp rise in the incidents of cyclists killed on our roads.	Amplification (Predicate Spec.) Bonding Concession Contraexp. (inverted) Bonding Bonding
up down	Simple Contrast	Conversely, between the ages of 20-24 there is a higher number of driver than passenger fatalities. In fact there is quite a sharp drop in the passenger number from 44 passengers to just 17. The motorcyclist fiqures remains roughly the same, with only a small increase.	Simple Contrast Bonding Bonding
up	Amplification (Term Spec.)	Between the ages of 25-39 years there is a huge increase, infact just over double, in the road user deaths by drivers of cars. There is also a huge increase in passengers killed in this age group.	Bonding
		Although in the younger age group (that is below 25 years) there are some fatalities of motorcyclists and pedestrians, this figure increases steadily through the ages of 25-39 years.	Concession Contraexpectation
down		It can also be seen that between the ages of 40-49 the incidents of road deaths of drivers drops quite considerably. Infact by 29 people.	Amplification (Term Specification)
		We can see by this graph that there is a higher incidents of road deaths of drivers and passengers during this one-year period of April 1996 to April 1997.	Simple Contrast

266 words

15 Semantic Relations.
Bonding (x7)
Simple Contrast (x3)
Concession Contraexpectation (x2)
Amplification (x3)

1

Transcriptions: Task 1

1+1+1=3

...age Schema	Discourse Pattern A34		Semantic Relations
...hole	Preview	This table shows figures on road deaths in New Zealand for the period 12 months up to April 1997. The age groups of the people involved is mentioned and also the types of people killed.	Amplification Bondi...
...art up down	Details	The highest number of deaths in the six categories of people is in the age group 25-39 years. 83 drivers were killed, 39 passengers, 18 motor cyclists, 12 pedestrians and 2 cyclists in this group.	Bonding
up down		Furthermore there has been an unusually large number of deaths in the older age groups especially 40-49 and 60+ years. 52 Drivers killed were from 40-49 years group and 45 were from the 60+ years group.	Amplifica... (Predicat... Specifica...) Bonding
up down		There is also a significant number of deaths in the 15-19 years age group. 31 Drivers and 44 passengers were killed from this group.	Bonding
	Bonding	It is important to note that in the 0-4 years age group 15 passengers died and that is a significant group. There are also many deaths in the 5-9 years and 10-14 years age group.	Amplification Bondi...
up		By and large Drivers and passengers formed the bulk of people who got killed on roads in New Zealand, 253 & 178 respectively.	Amplification Bonding
		The next largest group were pedestrians (57) and the next group were motocyclists at 51.	Bonding Bonding
down		The smallest number of deaths were among cyclists at 17. The 20-24 years age group also showed a fairly significant number of deaths especially drivers whereas with 15-19 year olds it was mainly passengers who died.	Simple Contrast
	Bonding	Thus it can be seen from the data presented that most deaths on the roads occurred in the age group 25-39 years. Moreover more drivers died than other road users. It should also be noted that there was a significant number of elderly and young people dying as passengers in road accidents too. The very young as passengers were also vulnerable.	Amplification Simple Contrast Bonding Bonding

300 words

19 Semantic Relations
Bonding (x 12)
Amplification (x 5)
Simple Contrast (x 2)

16.

Transcriptions: Task 1

3 + 2 · 3 = 8

[3]

Discourse Pattern

Image Schema	A35		Semantic	Relations
Whole	Generalisation	Concern over Road Deaths Levels in N.Z. has lead to a report being commissoned so data can be analysed and appropriate action planned to lower levels where possible.	Means Purpose	Reason Result
		Although the type of road user has not been defined according to gender, and there is no indication where fault lies, there is sufficient evidence compiled that indicate significant trends.	Bonding	Concession Contraexpectati
Parts	Examples problem solution and evalutation	One disturbing trend, despite extensive education is the number of passenger deaths, particularly in the age group 0-4 which suggests very young children are still not being restrained with the use of seat belts.	Concession Contraexpectation	Grounds Conclusion (inverted)
	problem, solution and evaluation	The age group most at risk to either incur death while driving or to inflict death on passengers are teenagers and those in their early twenties. Despite efforts using graphic visual messages to show the results of drinking and excessive speed, this group still shows an alarming rate which is unacceptable.	Amplification (Term Specification) Concession Contraexpectation	Bondi
	problem, solution and evaluation	Drivers over the age of 60+ who have been targeted as potential causes of accidents, have recorded totals significantly less than all other possible age-groups. This brings into question the need to re-assess the criteria and cost to senior citizens, when perhaps the rigerous controls meted out to N.Z.'s older drivers should be more focused on the younger age-groups; such as every teenager needing to be <u>re-assed</u> each year until the age of twenty, and where a driver is found to be at fault (and survives) under the age of twenty – a defensive driving course is mandatory.	Concession Contraexpectation Bonding (Contrastive Coupling) Condition Consequence.	Grou Concl Stateme Exemplifi
	Problem, solution and evaluation	A positive trend shows up in the cyclist fatalities. Clearly the initiative of bringing in the mandatory wearing of helmets, has had an impact, however the ongoing message needs to continue, particularly in the under 19 age group.	Concession Contra-expectation	Bonding

278 words

16 Semantic Relations.

Bonding (x4)

Concession Contraexpectation (x5

Grounds Conclusion (x2)

Reason Result (x1)

Means Purpose (x1)

Condition Consequence (x1)

Statement Exemplification (x1)

[illegible] (x1)

17.

Transcriptions: Task 1

1 + 1 - 3 = 5

3

Discourse Pattern

...nage Schema	A36		Semantic	Relations.
		Road Deaths in New Zealand		
...hole	Preview	The illustrated table shows data about road deaths in New Zealand for the 12 month period up to April 1997, and shows statistics by age group and type of road user.	Amplification (Predicate Spec.)	Bond...
...arts up	Details	For drivers of motor-cars, the highest number of road deaths were in the 25-39 age group at 83 deaths, whereas for passengers the highest death rates were in the 15-19 age group at 44 deaths.	Simple Contrast	
		The second highest death rate for drivers was in the 40-49 age group at 52 deaths, but death rates were lower for passengers in that age group at 18 deaths. There were also 33 deaths for passengers aged between 0-14 years.	Simple Bonding	Contrast
	Bonding	For motor cyclists, the numbers were lower than for drivers, at 51 in total, with the totals for drivers and passengers being 253 and 178 respectively. However, motor cyclists also had the largest death rates in the 25-39 age group with 18 deaths.	Simple Contrast Bonding	Bonding. Concession Contraexpect
		Pedestrians had lower death rates, with a total of 57 deaths, the greatest number were in the 60+ age group.	Bonding	
down		Cyclists had the lowest numbers with a total of 17 deaths.	Bonding	
		Overall, the table shows the great difference in numbers between drivers, passengers and other road users.		

202 words

11 Semantic Relation

Bonding (x6)

Simple Contrast (x3)

Amplification (x1)

Concession Contraexpectation (x1

. 18.

Transcriptions: Task 1

1 + 1 + 3 = 5

Discourse Pattern

nage Schema	A37		Semantic Relations
Whole	Preview	This table shows the number of road deaths in New Zealand by type of road user and is broken down into more different age groups.	Bonding
rts up	Details Bonding	As can be seen from the table, by far the majority of deaths were drivers who made up close to fifty percent of all deaths on the roads in the twelve months to April 1997. About thirty percent of these were in the 25-39 age group (83 deaths). Deaths in drivers aged 15-60+ were reasonably similar in number across all the age groups, altough the 15-19 year group was the lowest, with 31 deaths.	Bonding; Bonding; Simple Contrast
		The passenger category was the next largest, accounting for approximately thirty percent of NZ road deaths (178 deaths). The 15-19 and 25-39 age groups suffered the highest mortality within this category with 44 and 39 deaths respectively. The lowest number of deaths was recorded in the 5-9 year group; with only seven.	Bonding; Bonding; Simple Contrast; Bonding
	Amplification (Term Spec.	Motorcyclists and pedestrians had a similar total number of deaths (51 and 57). The greatest number of deaths occured in the 25-39 age group for motorcyclists and in both the 60+ (13 deaths) and the 25-39 (12 deaths) age ranges.	Simple Comparison; Bonding; Bonding
down		Apart from the unknown column, cyclists suffered the lowest number of road deaths, with a total of 17.	Bonding
	Amplification (Term Spec.)	The age group which suffered the greatest number of mortalities was the 25-39 age range, while the groups under 15 years old suffered the lowest number of deaths.	Simple Contrast

237 words

16 Semantic Relations

Bonding (x 10)

Simple Contrast (x 3)

Amplification (x 2)

Simple Comparison (x 1)

19.

Transcriptions: Task 1

1 + 1 - 3 = 5

2

Discourse Pattern

[..]nage Schema	A38		Semantic Relations
[W]hole	Preview Amplification (Term Spec) Bonding	The table shows the number of people killed on N.Z. roads during the 12 months before April 1997. The victims are identified by age and according to the use they were making of the road.	Means Result Bonding
[Pa]rts up ↓ down	Details Amp (Term Spec.)	The greatest number of people killed were driving a car and were passengers in a car. Deaths of drivers totalled 253 and passengers killed numbered 178. A similar number of motorcyclists and pedestrians were killed, 51 and 57 respectively and a further 17 were killed whilst cycling.	Bonding Bonding Bonding Bonding
up ↓ down	Simple Contrast	It is very evident from the table that the greatest number of drivers of cars were between 25 and 39 years of age when they died. Compared to 83 deaths in this age bracket, only half that number, 41, died aged 20-24 with 52 and 45 deaths recorded at ages 40-49 and 60+ respectively. There was a large spread of passenger deaths ranging from 7 through to 44 per age bracket, but once again the 25-39 yr olds proved vulnerable at 39 deaths and the 15-19 yr olds suffered more highly with 44 deaths.	Simple Contrast Bonding Concession Contraexpect Simple Contrast

176 words

14 Semantic Relations

Bonding (x 8)

Simple Contrast (x 3)

Concession Contraexpectat (x 1)

Amplification (x 2)

Means Result (x 1)

. 20.

Transcriptions: Task 1

2

1 + 1 + 2 = 4

Discourse Pattern

Image Schema	A39		Semantic Relations
Whole	Preview Amplification (Term Spec)	The table of road deaths from accidents in New Zealand shows differences in the vulnerability of different classes of road user. What it does not show is the total numbers in each category, there being for example far fewer motorcyclists than car drivers on the roads.	Statement Exemplification Bond (Contr Coupl)
Parts up	Details Bonding	Car drivers are most likely to be involved in fatal accidents, which is not surprising since the numbers of cars containing the driver only exceeds the number with passengers. The risk of death by accident for drivers is spread over a wide band, but it must be seen in relation to the cause of the accidents. The table does not show if the driver is at fault or not.	Reason Result (inverted) Bond Bonding Concess Contra-expect
		Small children of 0 – 4 years are vulnerable, and this is a reflection on the use of correct safety equipment, such as child seats and cot restraints. Passengers in the 18 – 20 age groups are more likely to die, because they will be riding with young, inexperienced drivers.	Grounds Conclusion (inverted) Reason Result (inverted)
		The death rate amongst motorcyclists must be seen in relation to the ratio of motorcyclists to car drivers on N.Z. roads. This ratio is about 50: 1, and therefore the death rate in the ranks of the motorcycle fraternity is by comparison very high indeed. This is because a rider is more exposed than a car driver, and less protected by safety devices, such as seat belts and air bags.	Bond Grounds Conclusion Simple Contrast Reason Result (inverted)
		The figures for road deaths for pedestrians is spread over a wide band, with no discernible trend. However it should be noted that deaths amongst the oldest age groups recorded, ~~and~~ are significantly higher than the younger people. Clearly elderly pedestrians are most at risk on our roads.	Concess Contra-exp Simple Contrast Grounds Conclusion
down		Few road deaths are recorded for cyclists, but this must also be seen in relation to the number of cyclists compared with other road users.	Concession Contraexpectation
		In summary it may be said that the table shows some light upon the vulnerability of different categories of real ???????? to a fatal accident. However since there is no comparison of numbers, these ??????? are invalid.	Concession Contraexpectation

342 words

19 Semantic Relations

Bonding (x5)
Concession Contraexpectation (x4)
Grounds Conclusion (x3)
Reason Result (x3)
Simple Contrast (x2)

Statement Exemplification (x
Amplification (x 1

Transcriptions: Task 1 2+ 3 · 3 3 = 8

$\boxed{3}$

Discourse Pattern

nage Schema	A40		Semantic Relations.
whole parts	General Particular up ↓ down	New Zealand's road toll has been of considerable public concern for many years. Recently there has been much comment on "boy" racers in particular. The perception one would get form public discussion (radio talk-back, letters to the editor etc.) is that road safety is primarily a "youth" issue, i.e. involving drivers aged 25 years and under. Yet consideration of statistics (table, page opposite) reveals some interesting facts. One immediately notices that it is the age group 25 – 39 years that has the highest number of fatalities, and right across the spectrum of convience from "Driver" to pedestrian. The age group one would perhaps suspect of being leaders on this table, those aged 15 – 19 years, ad "Drivers", is actually the lowest of age-banding. Interesting. A curious feature in the statistics, however, is that the 15 – 19 years age-band has the highest "Passenger" figure. I suspect this statistic is inflated through a youthful tendency to overcrowding vehicles. Our figures are not broken down into male / female, and I wonder how much closer to public prejudice we would arrive if, say, we were provided with the figures for "Males' in the 15 – 19 year age bracket.	Bonding Concessio Contra-expectat Amplification Amplification Concession Contraexpec Grounds Conclusion (inverted) Condition Consequence Bond

195 words

8 x Semantic Relations

Bonding (x2)

Concession Contraexpectati (x2

Amplification (x2)

Grounds Conclusion (x1

Condition Consequence (x1

Transcriptions: Task 1

1 + 1 + (6)1 = 3

$\boxed{1}$

Discourse Pattern

Image Schema	A41		Semantic Relations
Whole	Preview	This table shows the number of road deaths in N.Z. over a 12 month period by types of road user.	Bonding
Part-up	Details	The most significant statistic portrayed is that almost half of the fatalities are drivers. Drivers aged 25 – 39 years account for about 1/3 of the deaths but there is also a large number killed in the 15 – 24 age group.	Amplification (Predicate Spec.); Simple Comparison; Bonding
		About 40% of the total fatalities are accounted for by vehicle passengers with the majority of deaths occurring in the below 40 age group. Presumably most of these deaths are attributed to passengers in cars.	Bonding; Grounds Conclusion
		Approximately 10% of deaths are accounted for by motorcycle accidents and most of these fatalities are aged 40 or below.	Bonding
		Pedestrian deaths also acount for about 10% of total fatalities, but here they are spread over the whole age group spectrum.	Bonding
down		Cyclist deaths number 17 and again these fatalities are spread over the whole age spectrum. In relation to the number of road users this probably represents an unecessarily high or disproportionately high number of deaths.	Bonding; Simple Contrast

171 words

9 semantic relations

Bonding (x 5)
Simple Contrast (1.)
Simple Comparison (1)
Amplification (1)
Grounds Conclusion (1.)

23.

Transcriptions: Task 1

1 + 1 + (11) 1 = 3

1

Discourse Pattern

...nage Schema	A42		Semantic	Relations
Whole	Preview	This graph shows the number of road deaths in N.Z. in the twelve months to April 1997 categorizing types of road users and age groups.	Bonding	
Part up.	Details Similar Comparison Amplification	There were 83 drivers aged between 25 and 39 years, the highest number in the age groups with 1 driver of unknown age, 31 drivers aged between 15 and 19, and similar numbers of 41 and 45 in the 20-24 years and the 60+ years respectively. There were 52 drivers of 40-49 years who were killed .	Bonding Bonding Bonding	
		There were 178 passengers killed, 15-19 year olds being the largest number at 44, and 7 the smallest number of 5-9 year olds.	Bonding	Bonding
Bonding	Simple Comparison	A smaller number of motorcyclists, 51 died on the roads with the largest number, 18, in the 25-39 year old group, and, similar numbers, 12 and 13, in the 20-24 year olds and the 15-19 year olds respectively. The lowest figure was one - a 5-9 year old child.	Bonding Amplification Term	Bonding Specification
down	Simple Contrast	The number of pedestrians killed, being 57 was similar to the number of motorcyclists with those in the 25-39 year old and the 60+ group being close at 12 and 13. but far fewer cyclists died on the roads. – 17, with the number in each age group very similar.	Bonding Bonding	Simple Comparison
		There was one death of an unknown kind of road user.		

214 words

16 Semantic Relations.

Bonding (x 10)

Simple Comparison (x 3)

Simple Contrast (x 1)

Amplification (x 2)

24.

Transcriptions: Task 1

1 + 1 + 2 = 4

1

Discourse Pattern

Image Schema	A43		Semantic Relation	
Whole	Preview	This table provides data about road deaths in New Zealand over a period of a year. It compares frequency of road death of a variety of road users. (Drivers, Passengers, motorcyclists , pedestrians and cyclists).	Bonding.	
Part up	Details	It is clear from the table that the largest number of road deaths can be attributed to car drivers. At age 15-19 years there were 31 drivers killed on the road. This number increased dramatically to 83 for the 25-39 yr. age group and then drops back steadily to 45 in the 60+ yr. age group. It is clear that drivers are at a much greater risk than other road users.	Amplification (Predicate Spec) Bonding	Bonding Grou Conclu
		The number of passengers killed on the road fluctuates from 0-4 yrs through to 10 yrs however it is interesting to note that the highest rate of passenger death is in the 15-19 yr age group.		Simple Contrast
		The number of motorcyclists killed on the road is significantly less than the above , probably due to the smaller number of them on the roads. It is interesting to note the greatest number are killed between 15 and 39 yrs.	Grounds Conclusion (Inverted) Amplification (Predicate Spec)	Bonding
		The number of pedestrians killed is relatively low but consistent right through the age groups. It is not surprising to see a rise in deaths later in life.	Simple Contrast	
down		Cycling is a relatively safe method of transportation.		
		It is very clear that travelling in a car is by far the riskiest method of travel as either a driver or a passenger and the risk is far greater once you reach 15 years.	Amplification	Bonding

254 words

12 Semantic Relations
Bonding (x5)
Amplification (x3)
Grounds Conclusion (x2)
Simple Contrast (x2)

Transcriptions: Task 1

2 + 1 + 3 = 6 5 [9]

Discourse Pattern.

nage Schema	A44		Semantic	Relations.
Whole	Preview	The table quantifies deaths on the road in NZ for the 12 month period leading up to April 1997.		
Part up	Details (Bonding)	The group with the highest number of road deaths for this period was "Driver". The next highest number of deaths was by passengers. (This could be in cars or on motorbikes or on bikes, as the table does not specify what they were passengers of)	Simple Contrast; Reason	Result (inv.)
down		The next highest number of road deaths in the period was pedestrians. The number of motorcyclists killed was approximately the same as the number of pedestrians. Cyclists had the lowest numbers of deaths in the period.	Simple Comparison	Simple Contrast
up ... down	Bonding	In the 25-39 years age group, most deaths were drivers. Drivers had the highest number of deaths in this age group, as compared to other age groups. Drivers aged 25-39 were most likely to die in this period.	Simple Contrast	Bonding
down		In the 15-19 years age group, most deaths were passengers. Passengers had the highest number of deaths in this age group, as compared to other age groups.	Simple Contrast	Bonding
up	Amplification (Term spec.)	Another high risk group was drivers aged 40-49 years old. They had the second highest number of deaths in this period of any type of road user/age group identified in the table.	Bonding	
down		Motorcyclists aged 5-9 years had the lowest number of deaths in this period of any type of road user/age group in the table.	Amplification (Term Spec)	Simple Contrast
		Cyclists aged 25-49 and motorcyclists aged 60+ had the second lowest number of deaths in this period.		

237 words

13 Semantic Relations

Bonding (x 5)
Simple Contrast (x 4)
Amplification (x 2)
Reason Result (x 1)
Simple Comparison (x 1)

26.

Transcriptions: Task 1

1 + 1 + 3 = 5

2

Image Schema	Discourse Pattern A1		Semantic Relationship
Whole	Preview	In the months between April of 1996 and April 1997	
Part up	Details	there was a total of 547 road deaths in New Zealand. Of these deaths, the 25 – 39 age group had the highest number of fatalities whereas the 5 – 9 age group had the lowest, only two deaths less than that of the 0 – 4 age group.	Concess Contra-ex. / Amplificat (term specificatio
down up		Drivers featured as the type of road user with the most fatalities, comprising just under half of the total road deaths in New Zealand in the twelve months preceding April of 1997.	Amplificati (predicate specificati
		In most cases the drivers of vehicles suffered more fatalities than passengers.	Simple Contrast
down		Pedestrians and cyclists had relatively low numbers in ~~compassion~~ comparison with those fatalities that occurred within a motor vehicle. The age gourps groups of 25 – 39and 60+ having the highest number of fatalities for pedestrians.	Simple Contrast / Simple Contrast
up		Children were by no means exempt from road deaths. The age group of 0 – 4 years totalling 20, while 5 – 9 years and 10 – 14 years had 18 and 19 rod road deaths respectively	Bonding / Bonding
down		None of these deaths occured while in a motor vehicle. However, motor cycles played a big part in adding to the deaths of 22 0 – 9 year old children	Simple Contrast
		Deaths of unknown reason occured 4 times, while deaths of unidentifiable people in terms of age occured twice.	Bonding

213 words

10 semantic relations

Simple Contrast (x 4)
Amplification (x2)
Concession Contraexpectation (x
Bonding (x 3)

✓

27.

Transcriptions: Task 1

2 + 3 + 2 = 7

3

Image Schema	Discourse Pattern A2		Semantic	Amplification
Whole	Preview	A study in to road deaths has been undertaken which examines the type of road deaths which have occured in	Amplification (term specification)	Bonding
Part up	Details / Problem	New Zealand. A surprising feature of this study shows that 25 – 39 year olds have by far the highest fatality on the roads with the highest number of drivers being killed.	Bonding / B	B
		This groups fatalities exceeds even the 15 – 19 year olds who with relative inexperience on the roads would be expected to have higher fatalities.	Reason Result	Bonding / Simple Comparison
		Drivers are the group which have the highest fatalities on the road as are passengers which is to be expected	Amplification (term specification) / Bonding	4 / Bonding
down		However there are also quite a high amount of pedestrian deaths which include children and older people over 60.	Bonding	
		The fact that there are so many pedestrian deaths shows that this group cannot be ignored.	Grounds Conclusion	
	Solution	Road safety should be taught in schools to help reduce this problem.	Means Purpose	
		Notice should be taken to the groups most at risk on the roads like the 25 – 39 year olds but in doing this attention should not be turned from those groups who appear to have less fatalities.	Statement Exemplification / Amplification (Term Specification)	Concession (Contraexpectation)
		Overall over 400 people dying on the roads in one year is excessive & attempts should be made to have this reduced for further surveys.		Bonding (Grounds Conclusion)

204 words

17 Semantic Relations.

Concession Contraexpectation x (1)
Simple Comparison (1)

Bonding (10)
Amplification (x3)
Reason Result (1)
Grounds Conclusion (1)
Means Purpose (1)

Transcriptions: Task 1

2 + 2 + 3 = 7

3

Image Schema	Discourse Pattern A3		Semantic Relations
Whole	Preview	Road deaths in New Zealand for the year ending April 1997 totaled 547. Of these deaths 75% were Driver and	Bonding
	Details	passangers of cars, the age group these death begin with is 10 – 14 years as passangers and 15 – 19 years for Drivers.	Bonding
Part / up		Of the 253 Drivers that were killed 33% were aged between 25 – 39 years old, which was the majority.	Bonding; Statement Amplification
		15 – 19 years old was majority for the passangers killed in car accidents they totald 28%.	Bonding
		As the bar graph shows in Road accidents it is most dangerous to be a Driver or a passenger of a car, when aged 21~~0~~ years old and upwards.	Grounds Conclusion; Consequence Condition
		Motorcylist accidents fatalities was the 3rd highest killer on the roads this year causing 11% of the total road deaths	Bonding
		All age groups seem to be affected, with children aged 0 - 4 years old having their highest fatalities in this	Bonding
down		kind of Road accident, 75% of children aged 0 – 4 yrs who died on the Road were killed motorcyclist accidents.	Amplification (term Specification)
		Pedestrians were also affected at all ages it seems.	

174 words

10 Semantic Relations
Bonding (x11)
Amplification (x 2)
Grounds Conclusion (x1)
Condition Consequence (x1

Transcriptions: Task 1

3 + 4 + 4 = 11

$\boxed{4}$

<table>
<tr><th>mage Schema</th><th>Discourse Pattern
A4</th><th></th><th>Semantic Relationship</th></tr>
<tr><td>whole
part</td><td>Details</td><td>The Road Deaths in New Zealand from April 1996 to April 1997 were predominantly drivers. Despite campaigns targerting younger drivers it is evident that this group may not be the main culprit. Although the stastics can no tell us the cause of the accidents, presumably that have caused these fatalities it can be concluded that the drivers of ages 25 – 39 are the cause of the majority of accidents causing death.</td><td>Concession Contraexpectation
Concess-Contra.
Concession Contraexpec</td></tr>
<tr><td>up
discontinuous</td><td></td><td>However this conclusion is extremely misleading as this age group within the statistics is three times larger than the earlier other age groups. Perhaps it is difficult to draw conclusions such as these from tables and graphs alone.</td><td>Grounds Conclusion
Grounds Conclusion</td></tr>
<tr><td></td><td></td><td>Many factors come into the cause of Road accidents causing death. This evident from the various categories illustrated by the graph However, it must also be taken into account, where the fatality took place, the conditions of the road, as well as factors, such as speed, licence qualifications and possibly even alcohol</td><td>Bonding
Concessio Contraexped</td></tr>
<tr><td>down</td><td></td><td>This can be asserted by the fact that the ? contains 4 unknown positions of road fatalities and 2 unknown ages. The position it seems maybe that they were not involved in a road fatality. The ages shows that families were not aware of a relative, this seems highly unlikely.</td><td>Conclusion Grounds
incoherent</td></tr>
<tr><td></td><td></td><td>This highlights (although only small) the problems that can arise from attempting to explain statistics without consideration of other factors.</td><td>Grounds Conclusion.</td></tr>
</table>

229 words

Grounds Conclusion (x 4)
Concession Contraexpectation (x 4)
Bonding (x8) (not all shown)

Transcriptions: Task 1

2+2 3 = 9 3

Discourse Pattern

Image Schema	A5		Semantic Relations
whole part up	Preview Details	Of the five main types of known groups of road deaths in New Zealand, the driver is by far the highest. Notably in the 25 – 39 age bracket. There is no evidence as to the gender of the drivers, however from previous research, males are predominantly higher than females.	Bonding Concession Contra-expectation
		As highlighted on the graph, the passenger is the next highest number of road deaths in new Zealand. This time the highest number, although not by nearly as much is the 15 – 19 years age bracket. This is most likely due to young persons travelling with their young, inexperienced friends.	Bonding Grounds Conclusion
	Bonding	What is very alarming about the statistics is the number of motorcycle deaths recorded. The Ratio of motor cycle riders to motorcar drivers is considerably lower, yet there are still 62 deaths recorded. Also of concern is the under 5 year olds dying from motorcycle accidents.	Concession Contraexpectation
		The pedestrian rate is also relatively high. This highest number being the elderly age bracket. Is this fault of driver or pedestrian. Without statistics on pedestrian crossings and whether they were used, it is hard to tell. Also other factors work into the equation such as speed and due care, (from both parties).	Bonding. Reason Result
down	Bonding	Cyclists make up a smaller number of the road deaths in New Zealand which is promising. With people being more aware of the speed they are travelling in urban areas, they are less likely to hit cyclists on the road. Also with reduced speed there is reduced injury.	Amplification (predicate specif.) Reason Result Reason Result
	Amplification (term specification)	Although there is much room for improvement in the overall height of the graph, there is one very notable and encouraging ~~g~~ short bar. The number of passenger deaths under 10 years old is zero. The mandatory use of car seats & parents taking due care has obviously been a step in the direction of the ultimate goal – to see a flat bar graph.	Concession Contraexpectation Means Result

310 words

23 Semantic Relations

Bonding (x13) (not all shown)
Reason Result (x3)
Concession Contraexpectation (x3)
Amplification (x2)
Means Result (x1)
Grounds Conclusion (x1)

31.

Transcriptions: Task 1

4 + 4 + 2 = 10

4

image schema	discourse pattern A6		semantic relations
up	Details	In the twelve months to April 1997, the highest rate of road deaths were from the category of those aged between twenty-five and forty years. The majority of these fatalities were the driver of the vehicle.	Bonding (coupling)
		Those aged between twenty and twenty-four had a disproportionately high number of driver fatalities in comparison to the other age ranges. While those aged between fifteen and nineteen had the highest rate of passenger fatalities, perhaps owing to the fact that teenagers will be more likely to gather in groups, few having their own car. Whereas once they get older it is more likely to travel with less passengers in a vehicle.	Amplification term specification; Simple Contrast; Simple Contrast; Result Reason; Result Reason; Simple Contrast
down	Amplification (predicate specification); Amplification (Predicate Specification); Amplification (Predicate Specification)	Another interesting point to note is that senior citizens, those aged sixty years and over, are more prone than any other age group to pedestrian fatalities. A surprise is that children, those aged under fourteen years; barely register at all, when this is most often the category that is most worried over. Another surprise is that motorcycle deaths for those under ten years of age are surprisingly high, this does not register in the ten to fourteen years category.	Simple Contrast; Concession Contraexpectation (inverted); Simple Contrast

229 words

17 Semantic Relations

Amplification (x4)
Simple Contrast (x5)

Reason Result (x2)
Concession Contraexpectation (x1)
Bonding (x 5) (not all shown)

Transcriptions: Task 1

4+2+3=9

4

nage Schema	Discourse Pattern	A7	Semantic Relations
	Generalisation	According to the data you have a higher chance of dying in relation to road deaths if you are between the ages of 25 – 39.	Condition Consequence (inverted)
up		Of the 547 people that died in 1997 from road deaths nearly half (253) that died were drivers	Bonding.
	Examples Problem	The statistics for the age group 0 – 4 years is confusing to say the least. I am yet to see a motorcyclist below the age of 5.	Grounds Conclusion (inverted)
up ↓ down		It is disturbing to note, that the statistics of road deaths for the age group 15 – 19 years clearly shows that more passengers are killed compared to drivers. The licensing system has since been modified and given stricter guidelines, however, it is still possible to gain a full license under the age of 20 years.	Simple Contrast; Bonding; Concession Contrexpectat
lown		Relative to the driver statistics, you have a slightly limited chance of dying as a passenger at age 20 – 24. Is this because this age group is less likely to have passengers? Or possibly, that the passengers may very likely be a younger age group. Young people are more likely to favour an older person to drive them around to parties etc which could explain the higher statistics of 44 for the age group 15 – 19 years.	Reason Result (inverted); Supplementary Alternation; Grounds Conclusion
	Solution	The statistics clearly show, that too many people die from road deaths every year. Although, changes have been implemented, lowering the speed limits and making licensing for under 20s extremely difficult should be seriously considered.	Amplification (Predicate Specif); Bonding; Concession Contra; Grow Conclus

237 words

13 Semantic Relations.

Grounds Conclusion (x3)
Concession Contraexpectation (x2)
Reason Result (x1)
Bonding (x7) (not all shown)
Condition Consequence (x1)
Simple Contrast (x1)
Supplementary Alternation (x1)
Amplification (x1).

Transcriptions: Task 1

2+1+3= 6

2

Image Schema	Discourse Pattern A8		semantic relation
whole	Preview	The following bar graph illustrates how many people were killed due to road deaths in 12 months to April 1997. It depicts the demographics of these people and the mode of user accordingly.	Amplification (Predicate Specific) Bonding; Bonding
part up	Details	From this graph, it can be taken that people aged between 25 – 39 years and that were the driver of the car, provided the most number of fatalities. It cannot be taken from this graph whether that group was largely male or female.	Bonding; Grounds Conclusion; Bonding Rhet. Coup; Grounds Conclus
down		It seems a bit concerning when looking at the graph that pedestrians count for 51 road fatalities, as opposed to cyclists that contribute 21 deaths. It would be interesting to know how ~~may~~ many of the pedestrians were to blame – or whether it was merely the carelessness of the vehicle driver.	Simple Contrast; Contrastive Alternation; Statement exemplificat
		This point is highlighted in relation to the recent case of an Auckland ambulence driver failing to stop for an elderly women crossing the road, who happened to be partially blind and without her hearing aides Obviously, there are many factors to consider when trying to determine why so many road deaths occur.	B; B; Bonding; Grounds Conclusion

179 words

14 semantic relations

Bonding (x7)

Grounds Conclusion (x3)

Simple Contrast (x1)

Contrastive Alternation (x1)

Statement Exemplification (x1)

Amplification (x1)

Transcriptions: Task 1

2 + 2 + 2 = 6 [2]

(Ima)nage Schema	Discourse Pattern A9		Semantic Relations
whole	Preview	The trends in road deaths in New Zealand from April 1996 to April 1997 were markedly influenced by age. This will be primarily a result of the different physical and mental abilities of various age groups, the different attitudes of various age groups (when generalising) and the increased or decreased used of different modes of transport amongst the age groups.	Amplification (Term Specification); Bonding; Result Reason
part up	Details; Bonding	Driver deaths were at their highest amongst the 25 – 39 year group. At 83 deaths, this group had a significantly higher fatality figure than then next group down which was the 40 – 49 year olds. The 20 – 24 year olds had a lower figure than either, with 41 fatalities putting them at about the same level as the 60+ age group.	Simple Contrast; Simple Contrast; Bonding; Simple Contrast
	Bonding	The main reasons behind these trends are probably the number of drivers in any given age group on the road, and the abilities of that age group. The 25 – 39 year old group may have had the highest number of fatalities because people in this age group do more driving. It is also feasible that they drive more recklessly than certain other groups, as they juggle busy lives with young children and work responsibilities.	Reason Result (inv.); Reason Result (inv.); S Cont; Reason Result (inv.); Amplification (Predicate Spec.); Bo[nding]
	Bonding	Older drivers in the 60+ category probably do a lot less driving, but their fatalities were still substantial. This may be due to a reduction in perception whilst driving and a slowed reaction time in emergency situations. The youngest drivers, in the 15 – 19 year old group probably have the lowest numbers on the road, since many people do not own a car at this age However, they still had 31 fatalities in this year. This probably signifies their lack of experience in making driving decisions.	Concession Contraexpectation; Reason Result (inverted); Grounds Conclusion; Grounds Conclusion; Concession Contraexpectation
down		It is interesting to compare driving figures to cycling figures. The cycling fatalities are significantly higher in only onegroup, which is the 5 – 9 year olds. This is the age when most children are beginning to cycle on the road, but probably still have the least ability to judge dangerous behaviours. or situations.	Amplification; Concession Contraexpectation; Bonding

335 words

24 Semantic Relations
Bonding (x 7)
Concession Contraxpectation (x3)
Reason Result (x5)
Amplification (x 3)
Simple Contrast (x4)
Grounds Conclusion (x 2)

35.

2 + 3 + 4 = 9 .

4

Transcriptions: Task 1

Image Schema	Discourse Pattern A10		semantic relations	
whole	Preview	When looking at road deaths within New Zealand we see an alarming trend. While it is not the youngest teenage drivers who are killing themselves and passengers in road deaths, the 25 – 39 year old age group contributes the most to our road toll. (Bonding)	Denial Correction	Bonding
part / up	Details	The 25 – 39 age group is consistently higher than all the others with exception to passengers (age 15 – 19) – which could be explained in that more young people travel with unliscenced or not fully liscenced inexperienced drivers and pedestrian (age 60+ years) – but that is only by one.	Statement Exception	Grounds Conclusion (inv.)
	Concession Contraexpectation	With a total of 547 road deaths, over a quarter of these, 164 happened in the 25 – 39 year age gap. Is this showing us that our drivers, our road users, are becoming complacent?	Bonding	Reason Result (inv)
down	Bonding (x3)	Younger and older users seem to tend to be more aware on the road. The younger (15 – 19) must keep to strict guidelines about when they drive, who they drive with, and how much achohol may be consumed. These act as a safety net, and ensure not as many youngsters end up as statistics. Older road users may have family or are past the stage where the road is a place for excitement and adventure.	Reason Result / Bonding	Grounds Conclusion
	Problem	But the 25 – 39 age group has no rules to play by and have the money and position to enjoy excitement and adventure on the road. So they are the one who are ending up as statistics.	Bonding	Supplement Alternation; Reason Result
	Solution	From this data I think we can see that ongoing road user education is necessary so that all road users statistics can come down.	Means Purpose	

262 words

18 semantic Relation.
Bonding (x8)
Reason Result (x3)
Grounds Conclusion (2)
Denial Correction (1)
Statement Exception (1)
Concession Contraexpectation (
Means Purpose. (1)
Supplementary Alternation (1

//

36.

Transcriptions: Task 1

5 + 4 · 3 = 12 [4]

...age Schema	Discourse Pattern (All)		Semantic Relations
part	particular	At first glance, I was surprised with the number of under-4s that died under the motorcyclist tally. Even the number of 5 – 9 motorcyclists. Why is there nothing for the same column for 10 – 14? This suggests to me that 10 – 14 year olds have a little more fear of the motor cycle or that they want to ride the bike themselves so are therefore not allowed because of the age, restriction or they ride off-orad where it's safer	Amplification (Predicate Specificati...; Bonding; Supple... alte...; Grou...; Conclu... (inv...; Reason Result; Event Location
whole	general	The other statistics, show that sadly we're a society of very mobile people, and the death toll on our roads confirms this.	Amplification (Predicate Sp; Statement Affirmation
part	particular	The number of 15 – 19 and 20 – 24 year olds occur less that the 25 – 39> I would've though the younger age group would be less experienced drivers so may have had a greater number of deaths than what was recorded.	Simple Contrast; Grounds Conclusion (inverted

142words

11 Semantic Relations

Amplification (x2)
Grounds Conclusion (x2)
Supplementary Alternation (x2)
Statement Affirmation (x1)
Simple Contrast (1)
Event Location (x1)
Reason Result (x1)
Bonding (x1)

Transcriptions: Task 1

2 + 3 + 3 = 8

?

Image Schema	Discourse Pattern	A12	Semantic Relations
Whole	General	Analysing statistics allows us to draw conclusions, and doing so is an inevitable outcome when it comes to an issue as loaded as Road Deaths.	Means Result; Bonding
Part up	Particular	Firstly, when inquiring into the 'road toll' on New Zealand roads one would certainly consider age as an important factor. In the year ending April 1997, there were an incredible 97 deaths on our roads amongst 15 – 19 year-olds, compared with only 75 in the 20 – 24 year-old bracket. Factors such as inexperience behind a wheel, immaturity and drink driving are certainly factors in this high number of teen deaths. It is interesting to note that the highest number of passengers tolled is in this same 15 – 19 year-old category, pointing again to inexperience behind a wheel being a major cause of deaths.	Bonding; Simple Contrast; Reason Result; Amplification; Grounds Conclusion
down			
up		The 25- 39 year old category has the high number of deaths in total (154) and also has the highest figures in all categories shown excluding cyclists and passenger. Certainly this age bracket is more experienced at driving, whether it be on a motorcycle, which saw 18 deaths, driving, which caused 83. This would lead us to think then, that the higher number of deaths should be attributed to the fact that this age group spends significantly more time driving than any other group, and further to this, there are more of this group driving than any other, which would of course lead to a higher total of deaths.	Bonding; Supplementary Alternation; Bonding; Reason Result; Simple Comparison; Reason Result; Grounds Conclusion (inverted)
		This statement would certainly be conducive with the trend in the graph which shows a bell curve peaking tat the 25 – 39 group, and declining as the ages rise, and consequently, people spend less time driving.	Bonding; Bonding
down			
		Other trends in the data are also to be expected. The highest deaths of cyclists in the year ending AP 98 is 7 in the 5 – 9 yr old bracket. This is not unexpected as again, youth points to inexperience especially on dangerous roads.	Statement Exemplification; Bonding; Grounds Conclusion
		In general, a brief review of such statistics does not provide any anomalies, but does aid making the problem of deaths on NZ roads very apparent.	Bonding; Contrastive Coupling

343 words

Means Result (x1)
Amplification (x1)

20 Semantic Relations
Bonding (x8)
Reason Result (x3)
Simple Contrast (x2)
Grounds Conclusion (x3)
Statement Exemplification (x1)
Supplementary Alternation (1)

✓✓

Transcriptions: Task 1

2+2 -)2 = 6

[2] Bond 1

Image Schem

discourse pattern	A14		
preview	whole	In New Zealand, many deaths occurred on the road within twelve months, ending in April 1997.	
details	part source up down	The highest death rate is evident through the driver, with 253 deaths, compared to the other types of road users. The least death rate was through the unknown with four deaths occurring.	Simple Contrast Simple Contrast Bo
	up	The age group, 0 – 13 demonstrates a low death rate, but it is alarming by the amount, in this case 15 deaths, by Motorcyclist. With no deaths occurring in the passenger brackets, may demonstrate many families using child car setas, 5 children were killed as pedestrians.	Amplification Concess Contraexp Grounds Conclus.
	path B down	From the ages 5 – 9 years, there were no deaths in the case of them being, a driver or a passenger, which may demonstrate the use of seatbelts preventing deaths. Though within this age group, the main cause of death were bine a motorcyclist and a cyclist.	Grounds Conclusion (inverse) Concession Contraexpectation
	down B B	Between the ages of 19 – 14 years, 11 passengers were killed on the road, with pedestrians and cyclists rating at 4 each and with 1 for unknown. There is a pattern, where as the ages increases, so does the rate of deaths.	Bonding Amplification (Predicate Sp.) Grounds Conclusion
	goal	Between the ages of 15 – 19 years, many teenagers were killed behind the wheel, althgouh more were killed as passengers.	Simple Contrast
	Simple Contrast up	Between the ages of 25 – 29 years, shows the highest rate of deaths as drivers compared to all ages. It was also the highest death rate out of all the types of road users, with 83 deaths. Therefore between he ages of 25 – 29 show, possibly very careless drivers, with the high rate of deaths.	Bonding Grounds Conclusion

258 words

19 Semantic Relations

Simple Contrast (x4)
Grounds Conclusion (x4)
Amplification (x2)
Bonding (x7)
Concession Contraexpectation (x

39.

Transcriptions: Task 1

2 + 2 + 4 = 8 $\boxed{3}$

Discourse Pattern

nage Schema	A15		Semantic Relations
whole Parts: up down	Preview	The statistics on road deaths in New Zealand provide an interesting picture of the safety of our roads. In the twelve months ending in April 1997, 253 drivers, 156 passengers, 82 motorcyclists and 21 cyclists, and 51 pedestrians were killed on the roads. Those aged 25 – 39 years were the largest group of fatalities.	Bonding Bonding.
up	Details	According to these figures, drivers aged 25 – 29 are most at risk. Significant numbers of passengers and older pedestrians were killed, which is disturbing, as is the large number of motorcyclists under the age of four.	Amplification (Predicate Specification) Bonding B.
down		The group who have the lest to fear from the roads are cyclists and unknowns, especially mature cyclists, given the larger proportion of pedestrians to cyclists, pedestrians also have a lower rate of deaths.	Grounds Conclusion (inverted.
		From these figures it is clear that vehicle drivers are at risk on our roads, the old (over 60 years) and the very young face dangers especially when walking, and the 15 – 19 year olds dominate the vehicle fatalities.	Bonding Amplifica (Predicate Specificati

163 words 5 semantic relations

8 Semantic Relations.
Bonding (x 5)
Amplification (x 2)
Grounds Conclusion (x 1)

Transcriptions: Task 1

3 + 3 + 3 = 9

$\boxed{4}$

Image Schema	Discourse Pattern A16		SEMANTIC RELATIONS.
	General	For the size of our country and the amount of people that populate it, these figures are remarkably high.	Concession Contraexpectation
Up	Particular B	The first figure that stands out is the number of driver deaths. Many people would automatically assume that the 15 – 19 year old age group would show one of the highest figures in this category but are shown to be quite wrong. Quite surprisingly this age group is the second lowest only to unknown.	Amplification; Concession Contraexpectation; Bonding; Bonding
	B	Another figure that relates to the above and that stands out is the 83 deaths in the age group 25 – 39 years. In fact this age group has very high figures in all types of road user categories. It is not fair to assume anything about the figures relation to this age group, but I feel that many people would be quite amazed at this.	Amplification (Term Specification); Bonding; Bonding; Concession Contraexpectation
down	B	Driver deaths are the highest in all but one age group and both those and passenger death numbers are far higher than motorcyclist, pedestrians, cyclist and unknown.	Simple Contrast
		One figure that is sadly very high is the number of deaths in the 0 – 4 year age group by motorcyclists.	Amplification (term specification)

186 words

13 Semantic Relations

Amplification (x3)

Concession Contraexpectation (x3)

Bonding (x 6)

Simple Contrast (x1)

Transcriptions: Task 1

4 + 3 + 3 = 10

A17

mage Schema	Discourse Relations		semantic relations.
up up	Problem, Bonding	The most significant number of deaths falls under the driver category and in particular people aged 15 – 39 – 83 deaths.	Amplification (Term Specification)
	Body	Whilst it is often assumed and blame layed on youth for irresponsible driving causing deaths, it is fairly obvious from this set of data that this is not the case.	Concession Contraexpectation
down		Passenger deaths is the next highest category with a total of 156 deaths in the 12 months to April 1997.	Bonding; Grounds Conclusion
		This perhaps suggests that these passengers were killed in the same cars as the 253 drivers that were also killed.	
		There are not many road user deaths from the age groups 0 – 4, 5- 9 and 1- - 14. However what does seem to stand out in a peculiar way is the number of motorcyclist deaths from the age group 0 – 4 years. There were 15 motorcyclist deaths from this age group compared to zero driver, passenger and cyclists deaths and only 5 pedestrian deaths. It is obvious that children from this age group cannot drive motorcycles so an adult driver must be taking their children with them when they drive.	Concession Contraexpectation; Simple Contrast; B; Bonding; Grounds Conclusion (inverted)
parts down whole		When comparing the number of motorcyclist deaths from the age group 0 – 4 years with the age group 10 – 14 years there is an obvious difference. For example the 0 – 4 years had 15 motorcyclist deaths whilst the 10 – 14 years had none. Questions must be asked and reasons sought after for this type of significant data.	Simple Contrast; Simple Contrast; Statement Exemplification; Bonding
	Solution, Bonding	The data gives us an accurate representation of New Zealand's road deaths in the 12 months up to April 1997. However from this data questions have been raised that must be looked at in our society and must be answered in the hope to lower the number of those deaths on our roads.	Means Purpose; Concession Contraexpect

219 words

(18 Semantic Relations)
Amplification (1)
Concession Contraexpectation (x3)
Simple Contrast (x3)
Grounds Conclusion (x2)
Bonding (x7)
Means Purpose (x1)
Statement Exemplification (1)

Transcriptions: Task 1

2+2+3 = 7 B-

A18

mage Schema	Discourse Patterns		Semantic Relations
whole	General	Based on the data in the table of Road Deaths in New Zealand for the year beginning April of 1997, we can draw some interesting conclusions.	Grounds Conclusion
Part up ↓ down	Particular Binding	The deaths of young people in the age groups of 15 – 19 years and 20 – 24 yrs are half the number of deaths in the older age group of 25 – 39 years. While it may be that this age group are perhaps the largest group of road users, as this age group is more likely to have access to a car, this does not negate the fact that they are responsible for the highest number of fatalities on the road. In fact this point lends itself to the argument that it is not the younger drivers of New Zealand who are responsible for high fatalities, but rather their more mature counterparts who therefore need to be targeted with an ?? or motivation to change driving habits.	Simple Contrast Reason - Result (inv.) Concession Contra-expectation Amplification Grounds Conclusion Denial Correction Bond
	Amplification	Another point found in this data is that the group of 60+ years have only 6 more fatalities of drivers than in the group of 20 – 24 years. Yet it is in this 60+ age group that the issue of driving ability comes into question. The material in this table fails to support the idea of a serious problem with the ability of drivers in the 60+ age group and this should lead us to question the necessity of restrictions that are placed upon drivers of this age with the re-issue of licenses.	Concession Contra-expectation (inverted) Reason Result Grounds Conclusion Bond
		An interesting piece of data in this table is the number of passenger deaths in the 15 – 19 yr old group compared with the deaths of drivers in that group. The deaths of passengers are greater by 13 yet in all other age groups where driving is allowed, the deaths of passengers are less than half of those of drivers This could simply be an anomalie or it may raise an important question but this issue would require more research before we could know which case applies.	Simple Contrast Simple Contrast Bonding Supplementary Alternation Means Result Concession Contraexpectation Bond

332 words

20 Semantic Relations.
Simple Contrast (x3)
Concession Contraexpectation (x3)
Reason Result (x 2.)
Grounds Conclusion (x 3)
Bonding (x 5)

Supplementary Alternation (x 1)
Means Result (x 1)
Amplification (x 2)

Transcriptions: Task 1

2 + 3 + 3 = 8

$\boxed{3}$

Image Schema	Discourse Pattern A19		Semantic Relations
Whole	General	Seeing has how new Zealand is a nation of incompetent drivers, it's hardly surprising that there are heaps of deaths on he road.	Grounds Conclusion
	Amplification	Since the first flood of Japanese imports came here and gave people who were not skilled at driving the chance to own a sporty, albeit flimsy car as opposed to crappy old Austin 1300's & Cortinas or whatever Joe Schmuck used to drive.	Means Result; Simple Contrast
		Boy racers make up a certain percentage (see graph) but at least some of them seem to be able to drive.	Concession Contraexpectation (inverted); Simple Contrast
Part	Particular	Unfortunately, age does not necessarily increase driving skill, so many adult people think they can drive, so it tends to be the 20 – 50 age group that tend to die (see graph).	Reason Result; Bonding
up ↓ down		Everyone is so self-obsessed and in such a hurry, that heaven help anyone who gets in their way while they are driving, which accounts for several deaths of pedestrians, cyclists, motorcyclists etc (see graph) every year. However, it cannot compete with the amount of deaths caused by incompetent fools at the wheel.	Grounds Conclusion; Simple Contrast
↓ up ↓ down	Supplementary Alternation	Driver and passenger deaths are the highest cos it's easier to hit another car than a person although both happen. Younger people are not as onto it so they are more at risk when cycling or when they are pedestrians (see graph)	Reason Result (inverted); Grounds Conclusion

213 words

13 Semantic Relations.

Simple Contrast (x 3)
Grounds Conclusion (x 3)
Reason Result (x 2)
Bonding (1)
Means Result (1)
Concession Contraexpectation (1)
Supplementery Alternation (1)
Amplification (1)

Transcriptions: Task 1

3+2+4=9

$\boxed{4}$

Discourse Pattern

Image Schema	A45		Semantic Relations
Whole	Preview	Road Deaths in NZ The following report is an analyse of the Road Deaths Chart for the year of 1~~99~~7. The chart divides the fatalities according to age and type of road user. Using this information the following suggestions are put forth in an attempt to stop future fatalities.	Bonding Means Purpose Bond
Part down	Details Problem Solution	Although cyclists make up only 17 of the total deaths a simple solution of helmet use will dramatically reduce this number. To encourage helmet use legal action should be taken to enforce helmet. use.	Concession Contraexpectation Means Purpose (inverted) B
	Problem Solution	Pedestrians make up 57 deaths per year. To reduce this number an increase of road crossings and a replacement of round abouts with pedestrian friendly four way stops should be considered Although round abouts encourage flow of traffic they also discourage safe pedestrian crossings.	Means Purpose (inv) Bonding Concession Contraexpectation
up	Problem Bonding Solution	Finally drivers & passengers make up the largest amount of deaths. Surprisingly, it is not the young & reckless or the senior citizens which contribute to most of the deaths but, the ages of 25- 39 years which cite large numbers. This suggests that after years of holding a drivers license adults become slack in their driving skills. To maintain safe driving habits every fiver years drivers could be asked to take some form of testing. As well hidden speeding camera versus marked cameras could potentially reduce further deaths.	Bonding Denial Correction Grounds Conclusion Means Purpose (inverted) Means Purpose Bondin

216 words

16 semantic relations.

Means Purpose (x 5)

Bonding (x 7)

Concession Contraexpectation (x

Grounds Conclusion (x 1)

Denial Correction (x 1)

45. **Transcriptions: Task 1** 4 + 2 + 3 = 9 4

Discourse Pattern

Image Schema	A46		Semantic	Relation
Up / up ↓ down	Preview Details	Firstly, from the April 1997 Report on Road Deaths in New Zealand the substantial number of deaths relates to drivers with a total of 253 deaths for that year. According to the statistics people aged 25-39 years were killed and they were drivers. In comparison to the 15 – 19 age group where typically the assumption is they are the causes of car crashes.	Bonding / Concession / Contraexpectation (inverted	
down ↓ up		Secondly, in analysing the number of passengers involved in road deaths, 178 for the same period. we can see that shockingly infants (0-4 years) make up 17 of these deaths. The assumption is that this group would have been in unrestrained car seats which is a necessity. It is possible that with the 15-19 year olds they are passengers (44 deaths) of their friends or family.	Grounds / Concl.	Bonding / Grou[nds] Conclu[sion] (inve[rted]
		Thirdly motorcyclists fair better than their driver counterparts. It is evident that cars are the favoured type of transport in New Zealand. The total deaths for this group was 51, substantially lower than 253 for vechical drivers. It peaks at the 25-39 age group again for the most deaths.	Simple Contrast	Bonding / Bond[ing]
up ↓ down		Fourthly, strikingly from the data pedestrians have a slightly higher death count of 57 compared to motorcyclists. It seems that 60+ age group at 13 death is fairly significant. Also, it is obvious that the 25-39 age group has 12 deaths	Simple Contrast / Bonding	Bonding
Down		The fifth point is that cyclist in1997 made up 17 of the deaths and comes mainly the 10-14 year group at 4. Most likely they were travelling to and from school. Like motorcyclists they wear protective headgear which saves them from fatal injury.	Bonding / Bonding	Grounds Conclusion.
		However, it would be important to look at the 25-39 age group and target them in road safety campaigns. they make up the majority of road deaths. Also, closely behind them is the 40-49 age group then the 60+ age group.	Grounds Conclusion	Bonding
		Surprisingly it is not the teenage age group that makes up the bulk of the deaths.	-	
		The chart does not include the number of people who have serious injuries. It would make a good comparison to the actual number of road deaths. Also, to look at the cost that comes about from road deaths would be interesting.	Amplification (Term Specification) / Bonding	

(no preview)

19 Semantic Relations

Bonding (x 11)

Grounds Conclusion (x4)

Simple Contrast (x2)

Amplification (x1)

Concession Contraexpectation (x1)

NNS

46. **Transcriptions: Task 1** 2+2+3= 7 [3]

Discourse Pattern

Image Schema	A47		Semantic Relations	
whole part up ↓ down	Preview Details Bonding	The table show the data about the number of people who dies because of traffic accidents in New Zealand in 1997. According to the data, deaths of drivers showed the highest figure and the figure decrease in the order of passengers, pedestrians, motor cyclists, and cyclists.	Reason Result (imp.) Simple Contrast	Bonding
		From these data, the risk of young drivers of cars and motorcycle is higher than the other generations' risk. About one-third of the driver's deaths are by young drivers from 15 years old to 24 years old.	Grounds Conclusion	Statement Exemplification
		According to the passenger's data, babies who are 0-4 years old are having the high risk of deaths, however, young people who are 15-19 years old have more risk than babies.	Simple	Contrast

114 words

8 Semantic Relations.

Reason: Result (x 1)
Simple Contrast (x2)
Bonding (x3)
Grounds Conclusion (x1.)
Statement Exemplification (x

Transcriptions: Task 1

2+2+4 = 8

3

Discourse Pattern

[illegible]nage Schema	A48		Semantic Relations	
[illegible]hole / [illegible]	Preview	The data of the report shows the road deaths in new Zealand for one year. The report clearly demonstrates that there is a high deaths rate at the age range of 25-39 years of age in driver, passenger, motorcyclist, pedestrian. Also the report ~~sows~~ shows that the driver have the highest death rate of 83 at the age of 25-39 among other road users.	Bonding	Bonding
up ↓ down	Details	In the driver category the age of 25-39 has the highest death rate of 83 and next to it is 52 death rates at the age of 40-49 years. Then above the age of 60 is the 45 death rate. The total deaths in driver category is 253 and is the highest compared with other categories. this shows that driver is the mainly road user in the road. That's why the driver has the highest death rate in the road. The data also show that the age of 25-39 is the most dangerous category among the other age groups.	Bonding Simple Contrast Simple Contrast	Bonding Grounds Conclusion

162 words

7 semantic relations

Bonding (x 4)
Simple Contrast (x 2)
Grounds Conclusion (x 1)

Transcriptions: Task 1

4 + 4 + 4 = 12 $\boxed{4}$

Discourse Pattern

Image Schema	A49		Semantic Relations	
Part	Problem 1 Solution 1	The majority of road deaths in NZ is a primarily of the driver of cars. Obviously these people need to be targeted in any Land & Transport safety campaigns promoted, with particular emphasis on drivers 25 – 49 years.	Grounds Conclusion	
up	Problem 2 Solution 2 Bonding	While the 25 – 39 yrs driving demographic obviously contains the highest casulties (refering to the table 12 months to April 1997) with 83 deaths, the older group of 40 – 49 year old drivers must also be targeted as well.	Bonding (coupling)	Bond
down	Solution 3 Problem 3	Seatbelt & pro-active passenger campaigns should concentrate primarily on the 15 to 19 year olds, as they have the highest casulties in the passenger column.	Grounds Conclusion (inverted)	
whole	Problem 4 Solution 4	With a total of 557 deaths over a 12 month period in NZ, a country with a relatively small population, some kind of a road safety campaign must be established & promoted.	Grounds Conclusion	Ground Conclusi (inverted
	Grounds Conclusion	An estimated 10 deaths a week is far too many for a small country like ours. Drivers especially need to be made more aware of their actions and consequences.		
	Evaluation	Campaigns in the past have tended to target late teens early twenties drivers in responsible driving, but the table shows the focus needs to be shifted to an older audience. Only then will our road toll go down.	Concession Contraexpectation Condition Consequence	

201 words

10 Semantic Relations
Grounds Conclusion (x5)
Bonding (x3)
Concession Contraexpectation (x1)
Condition Consequence (x1)

Transcriptions: Task 1

2+2+3=7

[3]

Discourse Pattern

Image Schema	A50		Semantic Relations
Whole	Preview	Driver deaths became a significant factor from age fifteen years onward. The table, however, belies the belief that the groups most at risk are teenage drivers and those in the twenty to twenty four years old age group.	Bonding; Concession Contraexpectation
Parts up down	Details	The figures show that the three groups provided the highest number of driver road deaths are the 25 – 39 years group with 83 deaths, the 40 – 49 years age group with 52 deaths and the 60+ age group with 45 deaths. These three groups are historically thought of as the least at risk group.	Amplification (Predicate Spec.); Bonding
up down	Bonding	Infant passenger deaths are high and show the need for some form of proper restraint within the vehicle. The drop in deaths to seven for the 5- 9 years old age group points to the fact that infant children are being held by other passenger in the belief that this is a safe practice.	Grounds Conclusion; Grounds Conclusion; Simple Contrast
		Passenger deaths begin to rise significantly from age 15 years to 60+ years. The dynamics of the causes of death may range from bravado to overconfidence to lose of skills.	Grounds Conclusion

176 words

9 Semantic Relations

Grounds Conclusion (x3)

Bonding (x3)

Concession Contraexpectation (x1)

Simple Contrast (x1)

Amplification (x1)

Transcriptions: Task 1

2 + 1 3 = 6

(2)

Image Schema	Discourse Pattern A51		Semantic Relations	
Whole	Preview	Looking at Road Deaths in New Zealand over 12 months to April 1997 gives insight into the ages and types of road user who have been killed in that period.	Means	Result
Part up ↓ down	Details Bonding	The biggest category of road user who have been killed on the road is that of 'Driver'. This is perhaps what one might expect since driving has greater potential to kill than, say, being a pedestrian or cycling, but a large number of people do it. The smallest known(i.e. not unknown) category of road deaths is that of 'Cyclist'. Cycling has less potential to kill than driving or motorcycling, although it most certainly can be involved in accidents, as demonstrated by this table.	Amplification (Term Spect) Reason Result (inverted)	Simple Contrast Bond. Simple Contrast Bonding Concession Contraexpectation
up ↓ down	Bonding	Interestingly, the age and road user category that holds the most fatalities is 60+ year drivers followed very closely by 15 - 19 years passengers. This younger age bracket is often blamed for road deaths due to what is deemed to be careless driving on their part. The fact that more passengers that drivers die in this age bracket is perhaps indicative of the relatively smaller number of people that age with license or perhaps suggests something about the dynamics of an accident.	Reason Result (inverted) Simple Contrast Supplementary Alternation	Simple Comparison Reason Result (inverted)

197 words

15 Semantic Relations

Reason Result (x3)
Bonding (x4)
Amplification (x1)
Supplementary Alternation (x1)
Simple Comparison (x1)
Simple Contrast (x3)
Means - Result (x1)
Concession Contraexpectation(x

51.

Transcriptions: Task 1

2 ... 6 = 2

12

Discourse Pattern

Image Schema		A222		Semantic Relations
Whole		Preview	This table illustrats the different groups of people involved in tatal traffic accidents in NZ, 12 months to April 1997, namely drivers, passengers, motorcyclists, pedestrian, cyclist and unknown. They were all died from traffic accident. Also they've been classified to different age groups.	Amplification (Term Specification) Bonding Bon[ding]
Part	up down	Details	First of all, most people died are drivers, in terms of type road users, 253 of drivers died, it's nearly one-third of the total deaths in NZ, 12 months to April 1997. Similarly, passengers were the second largest road users who were died in NZ during the same period of time, about 178. The number of deaths of motorcyclists and pedestrian were almost one third of the passengers' death, respectively 51 and 57. Much less cyclists and unknown people lost their lives, only 17 and 1 respectively.	Bonding Bonding Bonding Bonding Bonding Simple Contrast
	up down		Secondly, this also can be seen from a different perspective, different age groups were also considered to the table. People whose age was within a range of 25-39 were the largest deaths, in terms of age groups. Elders were the second largest age groups who didn't survive in the total accident. Children and infants were less likely lost their lives in road accident, and rest of age groups' death are quite similar.	Amplification (Predicate Specification) Simple Contrast Bonding Simple Contrast
			To recapitulate, drivers who are especially at age of 25-39, should be the most likely groups not to be survived in road accident in NZ from April1996 to April 1997.	Amplification (Term Spec.)

232 words

14 Semantic Relations

Bonding (x 8)
Amplification (x 3)
Simple Contrast (x 3)

52.

14

Transcriptions: Task 1

2 + 3 + 4 = 9

mage Schema	Discourse Pattern A54		Semantic Relations
hole	Preview	The table shows the number of road deaths in different ages in NZ in 1997. The biggest number of road deaths was 253. The table is divided into 6 groups.	Bonding; Bonding
rt	Details	Most people killed in car accidents were drivers. The figure was 253 It was almost 5 times more than the motorcyclist and pedestrian. The number of motorcyclists were 51 and the pedestrian were 57. The number of passengers kill in car accidents were 178. It's about 70 people less than drivers.	Simple Contrast; Bonding; Simple Contrast; Bor
up		Those drivers who were kill in car accidents were all 15 years old or more. In drivers, most drivers killed in car accident were 25-39 years old. The lowest number was 1 which was unknown.	Bonding
		In passengers, most people died in car accidents were 15-19 years old and 25-39 years old.	
		In motorcyclist and pedestrian. All the numbers were quite low compare to drivers and passengers. There was only 1 person killed in the car accident whose age was under 15 years old. There were just 2 people killed whose age above 60.	Simple Contrast; Bonding
down		In cyclist, all the numbers were very low. It may happened to everyone no matter how old you are. There was one person in the unknown selection.	
		In summary, in the road deaths. Most people were drivers, especially people who were 25-39 years old. In passengers, people whose age between 15-19 and 25-39 were killed mostly in the accidents. The other groups indicated that not many people were died in the road deaths.	Bonding

247 words

10 Semantic Relations
Bonding (x7)
Simple Contrast (x3)

Transcriptions: Task 1

2 + 3 + 3 = 8

3

Discourse Pattern

Image Schema		A55		Semantic Relations
Whole		Preview	The following table shows the data about road deaths in New Zealand for 12 months to April 1997.	
Part	up / down / up / down	Details	The age group included from 0 years old to more than 60 years old. The largest number of the road deaths in NZ were the people whose ages were between 25 and 39. It got about 154 people. The second largest number of deaths were the ages between 15 and 19. It got about 97 people. The third one was the old men. Their ages were more than 60 years. The number of deaths got 90. The following number of deaths were the ages between 40 and 49, 20 and 24, 0 and 4, 10 and 14. The least number of deaths were the ages from 5 to 9. It just got 17 people death. The type of road user included six kinds. They were driver, passenger, motorcyclist, pedestrian, cyclist and unknown. The largest number of deaths were drivers. It got 253 people. passengers were the second largest number of death. It got about 178. The third largest number of deaths were pedestrians. 57 people dead. Motorcyclist and cyclist were forth and fifth largest number of deaths. They got 51 and 17 people dead. There was one person dead but w don't know what caused him dead.	Bonding Bonding (Sim Conti Bonding / Amplification (Term Spec) Simple Contrast Simple Contrast

215 words

7 Semantic Relations
Bonding (x3)
Simple Contrast (x3)
Amplification (x1)

13

Transcriptions: Task 1

1 + 2 + 4 = 7

Discourse Pattern

Image Schema		A223		Semantic Relations
whole		Preview	This table shows the number of people died in road accidents in different age groups among 12 months to April 1997 in New Zealand. There are six different types of road user calculated, which one Driver, Passenger, Motorcyclist, Pedestrian, Cyclist and Unknown.	Bonding
Part	up up down	Details	The most significant number appears the 'Driver' type, which is 253 people died. Among those people, the '25-39 years' age group has the highest number which is 83, compared the other different age groups. The second is in the '40-44' year age group.	Simple Contrast / Simple Contrast
	up down		There are 178 passengers died in road accidents, which is the second highest category of road user (178). The highest number appears in the '15-19 years' age group (44), followed by 39 in the '25-29 years' age group and 27 in the '60+ years' age group.	Bonding / Simple Contrast / Bond
	down up down		Comparing the motorcyclist and the pedestrian, the numbers of people died are the similar. The most motorcyclist are died in the '25-39 years' age group. However, the highest number in pedestrian is in the '60+ years' age group.	Simple Comparison / Simple Contrast / Bond
			To sum up, the highest number of road deaths is in 'Driver' category, and there are the most deaths in the '25-39 years' age group.	Bonding

194 words

10 Semantic Relations
Bonding (x 5)
Simple Contrast (x 4)
Simple Comparison (x 1)

Transcriptions: Task 1

2+2+5=9

mage Schema	Discourse Pattern A208		Semantic Relations
Whole	Preview	From the table, we can see the death of people in six different type of road user, in a year in NZ.	
Part up ↓ down	Details	Obviously, driver has the most deaths between the six type of road user, that maybe they are the main composition of traffic. It has 253 death in total during 12 months to April 1997. Then the passenger, which is as the followship of driver always takes the second place of road deaths that has 178 in total, and these deaths age varionsify from 0-60+ years old people. Pedestrian, motorcyclist and cyclist are the next component of road deaths, which ha 57, 51 and 17 deaths each which pedestrian seems to be the most plaintive death, and people who die in that cause were separated in all the age layer. However, there is still one person died for unknown type of road user in 15-19 years old.	Bonding Bonding.
		So, it can be easily find out that people who use different types as their transportation are all build up the road deaths without anside if their own fault or not.	

180 words

2 semantic relations

Bonding (x2)

Transcriptions: Task 1

3 + 2 + 4 = 9 | 4 |

Image Schema	Discourse Pattern A209		Semantic Relations	
Whole	Previews	The table shows us data about road deaths in New Zealand from April 1996 to April 1997. The Type of Rode User is divited into driver, passenger, Motorcyclish, pedestrian, cyclist and unknown groups, and there are 9 age groups in this data.	Bonding	Bonding
Part	Details	As we can see, driver has the largest number in road deaths in New Zealand, which is 253 totally. The 25-39 years old group's number is larger that the others (83), the second and the third place in number of driver road death is 40-49 years (52) and 60+ years (45).	Bonding Bonding	Simple Contrast
		The cyclist has the smallest number in road death, which is 17 in total. The death cases in every age group are very similar except 0-4 years group and 20-24 years group have found no one dead in this 12 months.	Bonding Statement Exception	
		There are also several unknown deaths in this table, one of them is unknown age group driver, one is pedestrian and unknown 15-19 years group.	Bonding	Amplification (Term Specification)
		In conclusion, from April 1996 to April 1997, driver group has the largest number of road death, passenger gains the second largest number.	Simple Contrast	

182 words

10 Semantic Relations

Bonding (x 6)
Simple Contrast (x 2)
Statement Exception (x 1)
Amplification (x 1)

$\boxed{4}$

Transcriptions: Task 1

2 + 3 - - 4 = 9

Image Schema	Discourse Pattern A210		Semantic Relations	
Whole	Preview	It can be seen from the table that the figure of Road Deaths from April 1996 to April 1997 in New Zealand.		
Part up ↓ down	Details	Generally, most of the Road deaths are drivers, they are 253 people. The figure of passenger, motorcyclist and pedestrian of deaths are far less than drivers. Except unknown road user, the lowest figure is from cyclist, there just 17 people dead by using bicycle during that days.	Bonding	Simple Contrast Bonding
up down		There are 9 age groups displayed in the table. In the group of 25-39 years, more people deaths than the other groups, it's 154 people in all. However, there just 2 people was dead in the unknown age group. In the age group of 5-9 years, the date of Road Deaths are less than another age groups except unknown age group.	Simple Contrast Simple Contrast Simple Contrast	Bondings
		In conclusion, driver is the largest group of Road Deaths from the table. Yougths shoud pay more attention on the road using, especially in the age group of 25-39 years.		

160 words

7 Semantic Relations

Simple Contrast (x4)

Bonding (x3)

Transcriptions: Task 1

3 + 4 + 4 = 11

14

Image Schema	Discourse Pattern: A203		Semantic Relations
Whole Part	?	From the data table shows, there were 357 people dead in NZ (12 months to April 1997). It included 253 drivers, 178 passengers, 51 motorcyclist, 57 pedestrian, 17 cyclist and one person dead in unknown reason.	Bonding
up … down		To compare the age group of these people, we can easily find that the death of the driver were almost in 15-60 years old. Also we can find that the group of 25-39 years, they have the largest number, almost as twice much as others. The group of Passenger and Pedestrian have death fact in all age. They covered 0-4 years old to 60+ years old. However, the group of passager has a quite high death rate, specificly in age 15-19 year's old. In the other hand, pedestrian, the group has same rate, there is no too many changes in all groups of age. Only we can see there is 12 people dead in 25-39 year's old. and 13 people dead in 60+ year's old. Motorcyclist The death of almost in the young people, from the table, we can explain that most of them dead in 15- 39 year's old. The group of cyclist has the lowest rate, totally, it is 21% in all of the death.	Simple Contrast; Amplification (Predicate Specification); B; Bonding
		To sum up, drivers and passengers have been the most dangious roud user (to April 1997). Motorcyclist and pedestrian were almost in the same condition, therefore, the have same rate of death. Cyclist was the safest user.	

240 words

5 Semantic Relations

Bonding (x3)

Amplification (x1)

Simple Contrast (x1)

Transcriptions: Task 1

3 + 3 + 5 = 11

4

Image Schema	Discourse Pattern A205		Semantic Relation
Whole	Preview	The data above shows the road deaths in NZ in 12 months to April 1997.	Bonding
Part	Details	There were 253 drivers, 178 passengers, 51 motorcyclist, 57 pedestrian and 17 cyclist were killed by the road accidents. Most of the drivers who were involved in the road deaths in New Zealand were 25-39 years old.	Bonding. Bonding.
		Most of passengers died in the accidents were 15-19 years old. In the same time period there were 18 out of 51 motorcyclist were 25-39 years old and 13 out of 57 60+ year-old pedestrian were suffered from accidents.	
		In all the people who were died in roads accidents, drivers and passengers occupied the most road deaths and most of these drivers and passengers were 25-39 years old. And people who were 60+ years old were also very dangerous in the roads accidents. Children who were 0-9 years old, were killed by the road accidents as passengers and pedestrian.	Bonding.

151 words

4 semantic relations
Bonding (x4)

Transcriptions: Task 1

2 + 2 ·5 = 9)

[4]

Discourse Pattern

Image Schema	A207		Semantic Relations.
Whole Part	Preview Details	The table illustrated the data of road deaths, divided into 6 categories. It shows that the drivers and passengers are more likely to be killed in road accidence, 12 months to April 1997.	Bonding.
up. up down		In driver and passenger categories, there are It can be seen more people offence the death, especially, at age of 25-39 years. There were 83 driver and 39 passenger who died in the 12month. Correspondingly, there were 52 drivers in road accidence, from age 40-49 years. Following data was the age 60+ years, then: the group of age 15-19 year.	
		Another possible risk group is passengers. People age 15–19 years were found do be dangerous. There were 44 people seen to die in accidence. Another notice case was found that babies from 0-4 years were more frequently killed in road accidence.	
down		As obvious notice 13 that there were much less people kill on the road who were cycling. The largest sum of death were 10-14 years, 4 people. The average death sum from 5-60+ years was 3 people.	Bonding.
		In summary, it is seen that there were more dangerous in driving and passenger, on the road. To cycle is a safer way in using the road.	Simple Contrast

198 words

3 Semantic Relations
Bonding (x2)
Simple Contrast (x1)

61.

$\boxed{3}$

Transcriptions: Task 1

3 + 2 + 3 = 8

Stage Schema	Discourse Pattern	A56		Semantic Relations
Whole		Preview	This table shows data about road deaths in New Zealand in the year of 1997. The deaths are mansure in two different ways, age group and type of road user.	Bonding
Part	down ↓ up	Details	From this table, we can see clearly that people under 14 years old is the smallest age group who die from road accident. The five age groups which is from 15-60+ makes over 85% of the total number of road death.	Amplification (Predicate Specification) Amplification (Term Spec.)
	up ↓ down		From another way, type of road user, it is easy to see that Driver is the largest group who died from road accident. Passengers comes to the second.	Simple Contrast
			In conclusion, accidents happen in different age groups tell that people who are at the age that can drive have much more danger than the people who are not old enough to drive. And from the type of road user, we can know that people who drives or in a driving transport is much more dangerous.	Amplification Amplification (both Term Spec.) Simple Contrast

155 words

7 Semantic Relat =
Amplification (x4)
Simple Contrast (x2)
Bonding (x1)

62.

[3]

Transcriptions: Task 1

2 + 2 + 4 = 8

Discourse Pattern

mage Schema		A224		Semantic Relations.
Whole		Preview	The paragraphs above is about the road deaths in New Zealand – 12 months to April 1997. The whole paragraphs is divided into three different parts. There are age group type of road user and numbers and total numbers for each different group.	Bonding
Part	up ↓ down	Details	The most important thing should be paid attention to is the occupation of the most people who died on the road is driver. Its number is 253 which is the most one compared to other five groups. The second one is passenger, whose total number is 178. In this group, the people who died on the road are covered all the different age group. The number of motorcyclist and pedestrian are quite near motorcyclist is 51, while pedestrian is 57. Cyclist with 17 and unknown with 1 are two groups which have less people in them compared to other groups.	Simple Contrast Bonding Amplification Simple Comparison Simple Contrast
			To sum up, during 12 months to April 1997 in NZ, driver is the most people among all the people who died on the road. Then passenger is the second biggest group among these six different types of road user which followed by pedestrian , motorcyclist, cyclist and unknow.	Simple Contrast B

191 words

8 Semantic Relations
Simple Contrast (x3)
Bonding (x3)
Simple Comparison (x1)
Amplification (x1)

Transcriptions: Task 1

2+2+4=8

$\boxed{3}$

Discourse Pattern

Image Schema	A217		Semantic Relations.
Whole	Preview	The table shows six types of road user deaths in New Zealand for one year. It's including the nine steps of age groups, and give the total of road death.	Bonding
Parts up	Details	The road user who is driver death from the age group 15-19 years, the number of die is 31. In the age group 24-24 years are rise to 41. 25-39 years people are the most, it have 83. For 40-49 years is 52. More then 60 years people is 45. And the unknown age's is 1. For the total of driver is 253. the much more than other type of road user.	
		The passenger and pedestrian one die from on 4 years, one is 15 other is 5. In the age of 5-9 years, the number of death is the same of 7 people From the age 10-14 years, 11 people death who is passenger, 4 is pedestrian. In 15-19 years pedestrian is die for 5 person is less then passengers 44 person. The next age groups is the same all of passenger more then pedestrian. For 20-24 is 17 and 4, 25-39 is 39 and 12. 40-49 is 18 and 6. 60 and more than 60 is 27 and 13. Pedestrian has one unknow age's. The total is 178 for passenger. Pedestrian is 57.	Simple Comparison Simple Contrast Bonding
down		Motorcyclist and cyclist have less people in the age groups. For 5-9 years: one is 1, other is 3. Motorcyclist has no person die in 10-14 years, and cyclist only have 4. For 15-39 years. Motorcyclist have 42 person die, and cyclist have half of it. In the ages 40-49, motorcyclist have 5 people. It's more than 1 people of cyclist. For 60 and up to 60 years people one is 2, other is 13. The unknow ages cyclist is 1.	Simple Contrast Simple Contrast
		For the unknown user only have 1 die in the age 15-19.	
		Finaly the cyclist is more safe than other user. Te driver is much more than other user who is die.	Simple Contrast

328 words

7 Semantic relations
Simple Contrast (x4)
Bonding (x2)
Simple Comparison (x1)

64.

3

Transcriptions: Task 1

3 + 2 + 3 = 8

age Schema		Discourse Pattern A226		Semantic Relations
Whole		Preview	The table shows the information about road deaths in NZ in 1997, divided into driver, passenger, motorcyclist, pedestrian, cyclist and unknown.	Amplification (Term Specific
Part	up down	Details	From the table , we can know the death rate of driver is the highest among the people, the total number is up to 253. Otherwise the lowest number is 17 in cyclist. The number of passenger, motorcyclist and pedestrian are 178, 51, 57 seperately, one person can not be found the death reason.	Simple Contras Bonding
			Analyzing the death people's age, we can draw a conclusion that the people aged from 25-39 losing the life are more than others people. The number of dead drivers aged 25-39 are the largest among the dead people. One dead people can not be found the age.	Simple Contrast Bonding Grou Condi Invert
			General speaking the dead people in road are drivers aged 25-39 years.	

134 words

6 x Semantic Relations

Bonding (x2)
Simple Contrast (x 2)
Grounds Conclusion (x1)
Amplification (x1)

[4]

Transcriptions: Task 1

2 + 3 + 4 = 9

(no mention of deaths)

Image	Schema	Discourse Pattern A53		Semantic Relation
Whole		General	The table indicates the numbers of six types of road users who are divided into different age groups in 12 months time to April1997.	Bonding
Part up	up ↓ down	Particular	We can see from the graph that the most users are drivers who accounted 253 totally. From these people, most of the drivers are between 25 and 39 years old (83), and followed it, people who are 40-49 years old occupied 52.	Simple Contrast + Amplification (Term Specif.)
			It is clear that the second most users are passengers (178). It covers people from all age groups. As is shown, there are 44 passengers who are between 15 and 19 years old.	
down			When coming to the motorcyclists and pedestrians they cover similar numbers as each other, about 51 and 57 respectivelly. However, it is certainly not all the people from different age groups are able to master the skill of driving motorcycles, so there is only 1 child between 5 and 9 years old and 2 senior (60+ years) people drive motorcycles.	Simple Comparison; Grounds Conclusion
			It is interesting to see that there is no one from the age group of 20–24 years ride bicycle.	
			In all, with the development of technology, more people nowadays use modern transport such as cars, buses and motorcycles.	Reason Result

198 words

6 Semantic Relations -
Bonding (x1)
Simple Contrast (x1)
Amplification (x1)
Simple Comparison (x1)
Grounds Conclusion (x1)
Reason Result (x1)

66.

Transcriptions: Task 1

3 + 2 + 3 = 8

Image Schema	Discourse Pattern A218		Semantic Relation	
Whole	Preview	The table portrays the number and different types of Road users' Deaths from April 1996 to April 1997.		
	Bonding			
Part up ↓ down	Details	The number of drivers' death made the majority during that period. Almost half of the Road deaths were drivers, Secondly, the number of passengers died in accidents were slightly lower than the number of drivers which is 178. Pedestrian and Motorcyclist were the third and fourth largest number of death, which was 57 and 51 respectively. The number of cyclists' death was 17 and 1 person for unknown reason.	Amplificat (Term Spe) Bonding Simple Contrast Bonding	Simple Contrast
		The age groups which were more likely to involve in accidents were 25-39 years. No surprisingly the largest number of passengers' death was the age between 15-19 years, and more elderly people involved in pedestrian	Amplificat (Term Spec) Bonding	Bonding.

122 words

9 Semantic Relations.

Bonding (x 5)

Simple Contrast (x2)

Amplification (x2

3

Transcriptions: Task 1

2 + 2 + 4 = 8

Discourse Pattern		A220	Semantic Relations
Whole	Preview	This table shows the road deaths in New Zealand wich in one year. From this table we can see the relationship between road users and age groups.	Bonding
Part up	Details	As seen, the most road deaths happened in drivers place between 25-39 years old group reached a peak. Because younger than 15 years old people couldn't get driving license so the number of road deaths happend to driver is also zero. It's reasonable that 25-39 age group got the most road deaths in New Zealand 'cos most drivers are in this age group. 83 of 253 road deaths. Other age group road deaths are averaged spread in these groups.	Reason Result (inverted)
		For passengers. According to this table we can see passengers are not safe as drivers. Total 178 road deaths in the year. The most to groups are 15-19 years group and 25-39 years group. 5-9 years group just got 7.	
		Pedstrians died 57 in the same period. Except age group 25-39 and 60+ got around 12. Othe groups just the half of this amount.	Simple Contrast; Bond.
		Motorcyclist died 51. in died in group 5-9. 40-49 group and 60+ group only got 7 died shows the main user of motorcycle is young people.	
down		Cyclist 17 died in the same year. It seems no relationships between ages and died peoples in cyclist.	
		Finally. Through this table. Drivers have the most risks on the road. Passengers also need more attention when boarding on the road.	Grounds Conclusion

236 words

5 Semantic Relations
Bonding (x2)
Reason Result (x1)
Simple Contrast (x1)

68.

Transcriptions: Task 1

3 + 2 + 4 = 9

4

(Im)age Schema	Discourse Pattern A215		Semantic Relation.
Whole	Preview	The table shows that the number of road users in different age groups happened the road deaths from 12 months to April 1997 in New Zealand.	Bonding
Part	Details	We can see from the table , the type of road users divided into six parts which are driver, passenger, motorcyclist, pedestrian, cyclist and unknown. From 0 to 14 years old, there is no drivers died on the road in New Zealand. There are 83 drivers happened road death in New Zealand. The other age groups situations are similar. There are 44 passengers are died on the road between 15 and 19 years old, however, between 5 and 9 years old only have 7 people. From 15 to 19 years old, 13 motorcyclist died on the road, the numbers in the other groups are less than the age from 15 to 19. There are different number pedestrians happened road deaths in each group. However, the cyclists are the less number in road deaths.	Amplification (Term Spec) Simple Contrast Simple Contrast
		It is clearly that the local number of drivers have 253, passengers are 178, motorcyclists are 51, pedestrians are 57, cyclists are 17 and there is one people unknown the reason.	

190 words

4 Semantic Relations.
Simple Contrast (x2)
Bonding (x1)
Amplification (x1)

69.

Transcriptions: Task 1

2 + 2 + 3 = 7

3

Image Schema		Discourse Pattern A212		Semantic Relation
whole		Preview	The table shows that the road deaths happened in one year to April 1997. The Age group from 0-4 year to over 60 old year.	
Part	up ↓ down	Details	The graph clearly show the user of driver has a big part of Road Deaths from 15 years old to 60 years old. The passenger was a second largest percentage road user in the road death. Then the user of motorcyclist and pedestrian have 51 people and 57 people dead in the road in the one year. The less percentage of road user is cyclist who are 17 people dead in the road deaths.	Simple Contrast; Bonding; Bonding
			Normally, the group of 40-49 years, people easy to got accidente in the every area. Then the accident happened in the passenger and pedestrian in the age group from 0–4 year to 60 years.	
			To sum up, driver has a big percentage of road death. The small percentage of road death is cyclist. So that being a cyclist is very safty. peope are driver the car or motorbike in the age of up 15 year is illegal. So normally nobody were dead in this age group.	Simple Contrast; Grounds Conclusion; Reason Result

186 words

6 Semantic Relations
Simple Contrast (x2)
Bonding (x2)
Grounds Conclusion (x1)
Reasen Result (x1)

70.

Transcriptions: Task 1

2 + 2 + 2 =

$\boxed{12}$

Discourse Pattern

Image Schema	A202		Semantic Relations
Whole	Preview	The above table illustrates data about road deaths among different age groups in NZ for one year period.	Bonding
Part up down	Details	People were classified into six categories, namely, driver, passenger, motorcyclist, pedestrian, cyclist and those that are not yet identified. According to the data, the highest death rate were found in drivers. Passengers, however, ranked second among all the age groups. Motorcyclist as well as pedestrian share some similarities in terms of the death toll reported. The number were 51 and 57 respectively. Although cyclist appear to be quite safe compared with their counterparts, 17 road death could still be found.	Bonding Simple Contrast Bond Simple Comparison Concession Contraexpectation
up down		As far as age groups were concerned, 25 to 39 year group saw the highest death toll with 15 death in total. Although children and teenagers are not able to drive, they are quite vulnerable to accidents resulted from careless driving. Large numbers of innocent kids lost their lives while taking advantage of the public transportation service. It could also be found though, pedestrian of all age groups have similar death tolls.	Amplification (Term Specification) Concession Contraexpectation Bonding
		We may conclude from the finding that road accidents actually happen to everyone of us. No means of public transport is totally safe if we don't take care. Therefore, public awareness should be given to highlight the seriousness of road accidents. Precautions should also be taken at the same time.	G/C Condition (implying) Consequence Reason Result Temporal Overlap

220 words

12 Semantic Relations.

Bonding (x 3)
Simple Contrast (x 1)
Simple Comparison (x 1)
Concession Contraexpectation (x2)
Amplification (x1)
Condition Consequence (x
Reason - Result (x 1
Temporal Overlap (x

Transcriptions: Task 1

3 + 2 : 4 = 9

$\boxed{4}$

mage Schema	Discourse Pattern A204		Semantic Relations	
Whole	Preview Bonding	The data in the table shows the 6 types of road user and 9 age groups road deaths in New Zealand during 12 months to April 1997.	Bonding	
Part	Details	According to the table, different types of road user that have road deaths strongly different. Driver has 253 person is largest number of road deaths of these types of road user, and cyclist has the lowest number of person died which is 17. The motorcyclist and pedestrian has the similar number ? of 51 and 57. Passenger is ? larger number dead during these types of road deaths which is 178.	Simple Contrast Simple Comparison	Amplificat (Predicate Spec.) Simple Contrast
up ↓ down		The table also shows different age groups and different types of road user. Compare with different age group age ? 25-39 years has the biggest number of 83 of driver, 15-19 years has 44 of passenger, 25-39 years has 18 of motorcyclist, 60+ years of 13 of pedestrian and 4 of 10-14 years in cyclist.		Bonding.

153 words

7 Semantic Relations
Simple Contrast (x2)
Simple Comparison (x1)
Amplification (x1)
Bonding (x3)

72.

Transcriptions: Task 1

3 · 3 + 4 = 10 | 4

Image Schema		Discourse Pattern A227		Semantic Relation	
Whole		Preview	The table on the left gives us brief information on road deaths in New Zealand in a year.		
		Bonding			
t		Details	We can draw from the table that, among 6 types of road users, Passengers take most number of victims. Drivers, also, occupy a great number of death which follows passengers. Compared with pedestrian the death of motorcyclist and cyclist just is a small part of 6 types of road users. Pedestrian death become the 3rd highest number.	Amplification (Predicate Spec.) Simple Contrast	Simp Compa
			Take another view of this table, we can also get a conclusion that the age group which is for 25 to 60+ years old people almost take 60% of the whole death number. Age group below 20 years hold 40% of the whole.	Bonding	
			All in all, we can see from what I have stated above, Driver and Passenger Whose age are above 20 is a big part of the death people, and the rest just take a little number.	Simple Contrast	

154 words

6 Semantic Relations
Bonding (x2)
Simple Contrast (x2)
Simple Comparison (x1)
Amplification (x1)

73.

Transcriptions: Task 1

3 + 3 + 5 = 11

$\boxed{14}$

Image Schema	Discourse Pattern A216		Semantic Relations
Whole	Preview	This table show a lot of information about the road deaths in NZ – 12 months to April 1997. It use three type to explain.	
Part	Details	Firstly, before the fifteen years old people all are not driver, but it has more than 30 people dead by them a passenger. Only one people dead by motorcyclist. also this part of group is much more fewer than who dead over fifteen years old. Secondly, it has a big number about people who dead by driver and passenger. Totle has 392 people but dead by motorcyclist is more than people by cyclist. The people dead by motorcyclist has smiliy with who dead by pedestrian. Last, the people dead by drive the car nearly three time.	Bonding (contrastive coupling)
		About others type. from 0-4 years and 10-14 years old that two age group no body dead by motorcyclist and also the 0-4 years old and 20-24 years old no body dead by cyclist.	
		Finally, Road Deaths in NZ – 12 months to April 1997 all most people drive the car and who a passenger on the car. and has one people no body know what does he happen.	

188 words

Semantic Relations

Bonding (x1)

74.

4

Transcriptions: Task 1

4 + 4 + 4 = 12

Image Schema	Discourse Pattern A213		Semantic Relations
up	Details (no Preview).	The biggest number of road deaths shown in the table is concerning the age group 25-39 year-olds as a type of road users. It is two time amount over the number of the age group 20-24 year-olds and nearly the same with the 60+ year-olds. The same age group (25-39) causes the most accidents as motorcyclists, but there are only a few cyclist of this age group who dies in anr accident.	Simple Contrast Bonding. Bonding (Contrastive Coupling)
up down		In comparison to the age group of 15-19 year-olds you can see nearly the same results concerning using the road as passenger. While there are 39 passengers of the age group of 25-39 year-olds, who die in a road accident, there are only 15 of the age group of 0-4 year olds.	
		The number of the cyclists is in every age group the lowest one. The highest number is 4 in the age group of 10-14 year olds.	Bonding
down		Pedestrians seem to be safe road user as well. There are 12 deaths in the age group 25-39 and 13 deaths as the highest number in the sage group of 60+ pedestrians.	Grounds Conclusion (inverted) Bonding
		At least you can say that not only the type of road user is significant for the accidents and deaths but the age groups which are 15-19 and 25-39 who cause this death. Another age group which should be spotlighted is the 60+ year olds. These can be people with disabilities and bad eyes, especially as driver, who cause accidents and die in.	Bonding Bonding

245 words

8 semantic relations.
Bonding (x6)
Simple Contrast (x1)
Grounds Conclusion (x1)

75.

14

Transcriptions: Task 1

5 + + 4 = 14

Discourse Pattern

Image Schema		A225		Semantic Relation
down ↓ up		?	From the table about road deaths in NZ – 12 moths to April 1997, we can find the children under 4 years old mostly died as passenger. And either do the children whose age a 15-19 years. and the children of age 10-14 years. The adults of age 20-24 years, 25-39 years, 40-49 years and 60+ years mostly died of driving, it takes near 50% of total death. The second main reason of death for adults from age 20 to 60+ is as passenger, it takes about 30% of total death. From all the types of road users, cyclist is the most safe one. The death caused by riding bicycle is only about 3% of total death. The second safer road user is motorcyclist and pedestrian, their death is less than 10% of the total death.	Bonding Bonding Bonding Grounds Conclusion (inv) Grounds Conclusion (inv) Simple Contrast

135 words

6 Semantic Relations

Bonding (x3)

Grounds Conclusion (x 2)

Simple Contrast (x1)