

1. The line graph illustrates changes in the amount of goods transported by four different modes of transport in the UK from 1974 to 2002.

Commented [ET1]: Redundant

Overall, ranking first throughout the period, road rose significantly alongside water and pipeline, while rail stood almost the same, fluctuated.

Commented [ET2]: It actually changed, but it eventually returned to its initial level. We call this *fluctuation*.

2. The line graph illustrates how the quantities of goods that were transported by four different modes of transport changed in the UK from 1974 to 2002 by four different modes of transport.

Commented [ET3]: Redundant

Commented [ET4]: BY introduces the agent for the passive verb WERE TRANSPORTED. It cannot come outside its clause.

Overall, road ranked first throughout the period and increased along with water and pipeline, while with the latter ranking last, whereas rail showed fluctuation.

3. The line chart illustrates how much goods were transported through four different ways in the UK from 1974 to 2002. ✓

Overall, road stood ~~at~~ first throughout the period, while pipeline ranked last. ~~Except rail which~~
~~was unchanged at the end~~ Rail fluctuated, while the other ways, namely road, water and pipeline, increased to varying degrees.

Commented [ET5]: EXCEPT works with ALL, not OTHER.

Commented [ET6]: This does not show us whether it remain stable all the time or fluctuated before returning to its original level.

4. The line graph illustrates how ~~many of~~ ~~much~~ goods ~~were~~ transported ~~by four methods~~ in the UK from 1974 to 2002.

Commented [ET7]: 1.The figures are in tonnes, which denotes weight, not number.
2.There is no OF in the formula for MUCH and MANY.

Overall, road ranked first throughout the period and rose significantly alongside water and pipeline, while rail showed fluctuation. ~~P~~Pipeline stood last.

Commented [ET8]: This is a short and simple sentence. You can use the methods used in numbers two and three to avoid this.

5. The line chart illustrates how the amount of freight goods transported via different means of transport, namely road, rail, water and pipeline, changed in the United Kingdom via different means of transport, namely road, rail, water and pipeline, from 1974 to 2002.

Commented [ET9]: This is a more general term that includes ANYTHING that is transported, not just goods.

Commented [ET10]: This is a long list. I would personally avoid mentioning these in the introduction.

Commented [ET11]: See comment 4

Overall, road was the dominant mode throughout the period, while pipeline ranked last.

Although road, water and pipeline experienced a steady increases, rail remained rather stable fluctuated.

Commented [ET12]: You have ROAD and PIPELINE in the previous sentence and can reference them here: ***Although they experienced increases along with water...***

Commented [ET13]: Steady means gradual and without interruption, so none of the increases were steady. You can say they increased at different rates.

Commented [ET14]: See comment 2

6. The line chart illustrates the numbers amount of goods that were transported by several various modes of transportation in the UK from 1974 to 2002.

Commented [ET15]: The figures are in tonnes, which denotes weight, not number.

Commented [ET16]: 1.SEVERAL collocates with DIFFERENT, not VARIOUS.
2.Redundant

Commented [ET17]: Redundant

Overall, throughout the period, the road ranked first, while the pipeline ranked last. Water and rail started with similar amount, which rail fluctuated and returned to its initial value by the end of the year, but water increased considerably. They rose alongside water, albeit at different rates, while rail fluctuated before returning to its initial level.

Commented [ET18]: 1.This is not the body of the report. You are supposed to report only the overall trends.
2.You have not reported the overall trends for road and pipeline.

7. The line graph illustrates how the quantities of goods that were transported by four

different modes of transport changed in the UK from 1974 to 2002. by four different modes of

transport.

Commented [ET19]: Redundant

Commented [ET20]: See comment 4

Overall, road ranked first throughout the period and increased along with water and pipeline,
with the latter ranking last, while rail showed fluctuation.✓