

1. 次の英文を読み、それに続く設問A-1からA-5までに答えなさい。解答は、それぞれの設問に続く選択肢1.から3.までのの中から答えとして最も適切なものを一つずつ選び、その番号のマーク欄を黒く塗りつぶしなさい。

Gerry Cushman, a fishing boat captain, has seen Maine's iconic lobster industry survive numerous threats in his three decades on the water, but the latest challenge could be the biggest one yet. Lobster fishing is a game of inches, and the number of inches is about to change. Fishing regulators are instituting a new rule that lobster fishermen must abide by stricter minimum sizes for crustaceans to catch. The impending change might be only 1.6 millimeters, but it will make a huge difference for fishermen when the fishery is already facing major threats from climate change and new rules designed to protect whales, numerous lobster fishers said. Interstate fishery regulators, however, say the change is necessary to preserve the future of the lobster population off New England as the species shifts farther north with warming waters.

In addition to causing a dispute between fishermen and regulators, the change has led to confusion about the ramifications for international trade in one of the world's most popular seafoods. Fishermen say it would put them at a competitive disadvantage with Canada. The change next July and another in two years later do not apply in Canada, which has an even larger lobster fishing industry than the U.S. Some fishing grounds there already allow smaller lobsters to be caught than U.S. rules allow. Canadian authorities and trade groups are closely watching regulatory actions in the U.S. This month, the Atlantic States commission approved new rules to prevent the U.S. from importing sub-legal lobsters from Canada. Inability to sell lobsters to the U.S. could result in Canadians relying more on other foreign markets, said Geoff Irvine, executive director of the Lobster Council of Canada. China is a major buyer from both countries.

Some scientists who study the fishery have supported the minimum size change. Richard Wahle, a retired University of Maine marine sciences professor who has studied lobsters for decades, called it a "prudent" measure to protect the fishery's future. But the lobster industry sees a different story, said Patrice McCarron, executive director of the Maine Lobstermen's Association, the oldest and largest fishing industry association on the East Coast. While recent lobster hauls are down from the 2010s, the group argued in commission testimony that they remain much higher than previous decades. Rep. Jared Golden, a Democratic congressman who represents the Maine coast, proposed an amendment in July to block the size changes. "It's clear that regulators need to work much closer with fishermen to keep the industry sustainable and competitive," Golden said.

<注> iconic 象徴的な regulator 規制当局 crustacean 甲殻類 impending 差し迫った
ramification (派生する)結果

(設問)

A-1 Why are lobster fishermen worried about the interstate fishery regulator's latest proposals to protect the lobster fisheries of New England?

1. They are in support of the proposed modification due to the threat of climate change.
2. They are of the opinion that it will harm the feeding grounds of endangered whales.
3. They believe the new regulations and other restrictions will reduce their catch and affect their livelihood.

A-2 Why is Canada concerned in this US regulatory matter?

1. Because Canada exports lobsters to the United States
2. Because Canada is planning to introduce the same rules as the United States
3. Because Canada expects that the same dispute in the United States would occur in its own country

A-3 Why is China mentioned in the argument about lobster sizes in North America?

1. Because China is competing with the United States and Canada in lobster fishing in North America
2. Because China has strongly opposed lobster fishing if the animals are undersized
3. Because if Canada is obliged to reduce exports to the US, Canada may sell more to China and other countries instead

A-4 What is the Maine Lobstermen's Association's view on how the lobster haul rates have performed over the long term?

1. Fishermen have been catching more lobsters since the 2010s.
2. The current annual lobster catch is substantially greater than it was several decades ago.
3. This year's crustacean take is the smallest for a very long time.

A-5 What does Congressman Golden's proposed amendment imply about the regulators' approach?

1. He thinks the fishery regulators' rules are final and indisputable.
2. He thinks they should discuss the matter with the people who will be most affected.
3. He thinks the changes are good enough because they satisfy the fishermen's interests.

2. 次の英文 **A-6** から **A-9** までは、海上移動業務に関する国際文書の規定文の趣旨に沿って述べたものである。この英文を読み、それに続く設問に答えなさい。解答は、それぞれの設問に続く選択肢 1.から 3.までの中から、答えとして最も適切なものを一つずつ選び、その番号のマーク欄を黒く塗りつぶしなさい。

A-6 In order to ensure that no unnecessary delay occurs before the shore-based authorities become aware of a distress incident, the acknowledgement by digital selective calling (DSC) to a distress alert sent by DSC shall normally only be made by a coast station or a rescue coordination center.

(設問) In order to avoid delay in shore-based authorities' awareness of distress incidents, how must DSC distress alerts normally be dealt with?

1. DSC acknowledgements should not be made by other entities than a coast station or a rescue coordination center.
2. DSC alerts should be acknowledged as soon as possible by any entity so as not to make a distress unit send the distress alert again.
3. DSC acknowledgements need to be sent automatically and simultaneously by both a coast station and a rescue coordination center.

A-7 The rescue coordination center responsible for controlling a search and rescue operation shall also coordinate the distress traffic relating to the incident or may appoint another station to do so.

(設問) Other than the rescue coordination center in charge of controlling a search and rescue operation, who else is permitted to coordinate distress traffic relating to the incident?

1. No one other than the center responsible is permitted to coordinate distress traffic.
2. Only the unit in distress because it is capable of communicating with all relevant land-based facilities
3. Another station if so appointed by the rescue coordination center controlling a search and rescue operation

A-8 The international digital selective-calling frequency 2189.5 kHz may be assigned to any ship station. In order to reduce interference on this frequency, it may be used as a general rule by ship stations to call coast stations of another nationality.

(設問) When, as a general rule, is it acceptable for a ship station to use DSC on the frequency 2189.5 kHz?

1. When calling other ship stations of different nationalities
2. When calling coast stations whose nationalities are different from the ship's own
3. It is always permissible and desirable for ship stations to use this frequency to call any radio station.

A-9 The radio operator designated to handle general communications should ensure that an effective watch is maintained on those frequencies on which communications are likely to be exchanged, having regard to the position of the ship in relation to those coast stations and to coast earth stations from which traffic may be expected.

(設問) According to the above code, what should a radio operator who is designated to handle general communications bear in mind?

1. A radio operator should concentrate exclusively on the general communication frequencies for coast earth stations.
2. A radio operator needs to bear in mind only propagational conditions of the specific frequencies to be used between the ship station and the coast station of the ship's own country.
3. A radio operator needs to bear in mind the general communication frequencies of coast stations and coast earth stations in relation to the ship's position.

3. 次の設問B-1の日本語に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢1.から10.までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を黒く塗りつぶしなさい。

（設問）

B-1 日本の海運会社が、東京の造船所で建造中のLNG燃料フェリーの命名・進水式を行った。進水時には同じくLNG燃料を使うタグボートが曳航作業を支援した。その会社は、カーボンニュートラル社会の先駆けとして低炭素燃料であるLNGの利用促進に熱心である。

A Japanese shipping company has (ア) the naming and launching ceremony for an LNG-fueled ferry (イ) construction at a shipbuilder in Tokyo. A tugboat, also fueled by LNG, assisted with (ウ) operations during the launch. The company is eager to (エ) the use of LNG, a low-carbon fuel, as a (オ) of a carbon-neutral society.

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|-----------|------------|--------------|-------------|
| 1. below | 2. delayed | 3. emphasize | 4. explorer |
| 5. held | 6. pioneer | 7. promote | 8. toeing |
| 9. towing | 10. under | | |

4. 次の設問B-2の日本語に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢1.から10.までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を黒く塗りつぶしなさい。

（設問）

B-2 北西航路は、北極海を通して大西洋と太平洋を結ぶ海上交通輸送路である。それは全体が北極圏内に位置していて、海氷のために商業的に成り立つ航路ではなかったが、現在は状況が変わりつつある。気候変動と気温上昇により北極海の海氷が解け、航路が開かれている。過去10年間でこの航路の交通量は著しく増加している。

The Northwest Passage is the sea (ア) which connects the Atlantic and Pacific Oceans through the Arctic Ocean. It is (イ) entirely within the Arctic Circle and has not been a commercially viable (ウ) route due to sea ice, but that's now changing. Climate change and warmer temperatures are (エ) the Arctic sea ice to melt and opening the route up. Traffic through this route has increased (オ) in the past decade.

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|------------------|--------------|-----------|-------------|
| 1. causing | 2. diversion | 3. fixed | 4. lain |
| 5. lane | 6. located | 7. making | 8. shipping |
| 9. significantly | 10. slightly | | |

5. 次の設問B-3の日本語に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢1.から10.までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を黒く塗りつぶしなさい。ただし、本文中の同じ記号は同じ語句を示しています。

（設問）

B-3 船舶局の開局中、当直の無線通信士は、一般通信を行うことが見込まれる海岸局の通信圏に入る時、そしてそこを離れ次第すぐに航行報告(TR)を送信し、さらに船長の指示に従って船位通報を送信すべきである。

While the ship station is open, the radio operator (ア) watch should send a traffic report when entering and (ア) leaving the service area of a coast station from which general communications might be (イ) and transmit reports to ship reporting systems in (ウ) with the (エ) of the (オ).

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|-----------------|----------------|-------------|--------------|
| 1. accordance | 2. cooperation | 3. expected | 4. inspected |
| 5. instructions | 6. master | 7. officer | 8. on |
| 9. over | 10. rule | | |