

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。

Many of the world's largest shipping nations decided on Friday to impose a minimum fee of \$100 for every ton of greenhouse gases emitted by ships above certain thresholds, in what is effectively the first global tax on greenhouse gas emissions. The International Maritime Organization (IMO) expects \$11 billion to \$13 billion in revenue annually from the fees, with the money to be put into its net zero fund to invest in fuels and technologies needed to transition to green shipping, reward low-emission ships and support developing countries so they aren't left behind with dirty fuels and old ships. The thresholds set through the agreement will get stricter over time to try to reach the IMO's goal of net zero across the industry by about 2050. The agreement, reached with the United States notably absent, is expected to be formally adopted at an October meeting to take effect in 2027.

Some environmentalists at the meeting called the agreement a "historic decision" that doesn't go far enough. The fee doesn't drive enough emission reductions and it won't raise enough revenue to help developing countries transition to greener shipping, said Emma Fenton, senior director for climate diplomacy at a U.K.-based climate change nonprofit, Opportunity Green. Other groups welcomed the agreement as a step in the right direction.

The Marine Environment Protection Committee (MEPC) of the IMO has been in meetings all week in London and finalized its decision Friday. One major issue during the meetings was the way the fee would be charged. The IMO aims for consensus in decision-making, but in this case had to vote. Sixty-three nations, including China, Brazil, South Africa and many European states, approved the agreement. Led by Saudi Arabia, 16 opposed. And 24 nations, including a group from the Pacific Islands, abstained. Ministers from the island nations said they refused to support an agreement that would "do too little, too late to cut shipping emissions and protect their islands," and will try to strengthen it at the October meeting. IMO Secretary-General Arsenio Dominguez further addressed concerns that the targeted reductions in carbon intensity for fuels aren't strict enough to reduce the use of liquefied natural gas (LNG) as a marine fuel which emits greenhouse gases when burned. He said it is a "transition fuel," or a bridge to cleaner fuels, and the IMO will continue to look at its environmental impacts in addressing its use.

<注> notably 特に MEPC 海洋環境保護委員会 abstain 棄権する

(設問)

A-1 What does the article imply regarding the projected outcomes of the IMO's greenhouse gas emission fee?

1. It will generate sufficient funds to fully fund poor shipping industries in developing countries.
2. It will be utilized for technological advances and provide support so that no country is left behind.
3. Revenues from the fees will exclusively benefit established shipping nations in accessing cleaner technologies.

A-2 How does the article characterize the strategic intent behind the IMO's escalating fee thresholds for greenhouse gas emissions?

1. To progressively incentivize emission reductions while keeping the long-term net zero objective.
2. To impose immediate financial penalties that prioritize rapid decarbonization over industry adaptation.
3. To maintain static revenue streams that fund existing shipping practices under changing emission targets.

A-3 How does the article portray the reception of the IMO agreement among the various stakeholders?

1. Most stakeholders see it as a divisive measure and criticize its approval of such fuels as LNG.
2. Some environmentalists take it as insufficient in scope and funding, but others see it as a positive initiative.
3. All parties, including the United States, view it as a comprehensive solution for decarbonizing the shipping sector.

A-4 Did the MEPC come to the decision on the fee for greenhouse gas emissions easily?

1. No, the participants had to abandon consensus in favor of a vote.
2. Yes, the unanimous decision was admired as an example of global unity.
3. No, abstentions from countries like China and Brazil prevented the committee's adoption of the agreement.

A-5 In addressing concerns about LNG, what does the article say about the stance of the IMO Secretary-General?

1. He dismisses LNG utterly because it does not match the long-term environmental goals.
2. He asserts that LNG's environmental impact is negligible and encourages its widespread adoption.
3. He concedes that the targeted reductions may not curb LNG use sufficiently but positions them as a short-term measure.

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 Member States agree to take the steps required to prevent the transmission or circulation of false or deceptive distress, urgency, safety or identification signals, and to collaborate in locating and identifying stations under their jurisdiction transmitting such signals.

(設問) Which of the following coincides most closely with the above article with regard to the agreement on false or deceptive distress, urgency, safety or identification signals?

1. Member States are responsible only for domestic incidents. Accordingly, no international collaboration is required to identify stations transmitting such signals.
2. Member States agree to implement necessary measures to stop the spread of misleading signals and work together to find offending stations in their own jurisdiction.
3. A Member State agrees to collaborate with other Member States to compel Non-member States to take preventive actions against false or deceptive distress, urgency, safety or identification signals.

A-7 Radio stations shall be obliged to accept, with absolute priority, distress calls and messages regardless of their origin, to reply in the same manner to such messages, and immediately to take such action in regard thereto as may be required.

(設問) What must radio stations do when they receive distress calls or messages?

1. Take any necessary actions after having determined the priority of the call and message according to their origin
2. Handle those calls and messages in the same manner as any other communications when responding and taking actions
3. Give the highest priority to those calls and messages, respond to them, and take any necessary actions immediately

A-8 On ships engaged on voyages in sea areas A3 or A4, the availability of functioning radiocommunication equipment shall be ensured by using a combination of at least two methods such as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, as may be approved by the Administration.

(設問) What is required for maintaining this availability of radiocommunication on ships operating in sea areas A3 or A4?

1. Use of at least two different methods as stated, subject to the Administration's approval
2. Exclusive use of a shore-based maintenance method to minimize on-board complexity as stated
3. Reliance as stated on a single method such as equipment duplication, provided it is cost-effective

A-9 When an aural watch is being maintained on shore and reliable ship-to-shore communications can be established by radiotelephony, a distress call relay is sent by radiotelephony and addressed to the relevant coast station or rescue coordination center (RCC) on the appropriate frequency.

(設問) Which of the following is correct with regard to a distress call relay to the relevant coast station or RCC using radiotelephony when a shore-based aural watch is maintained?

1. No matter how the propagation conditions vary, a distress call relay is sent to the coast station which keeps aural watch but not to the rescue coordination center.
2. When radiotelephony communications are feasible, the call is sent to the relevant coast station or RCC using the appropriate radio frequency.
3. When the conditions for radiotelephony communications are favorable, a distress call relay is sent to the coast station which keeps aural watch but not to the RCC.

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 日本及び中国の大学と日本の石油会社の研究者らは、玄武岩がCO₂を吸収するメカニズムをシミュレートした。アイスランドの企業は2016年、CO₂の溶液を地下深部の玄武岩層に注入すると、CO₂がカルシウム、マグネシウム、鉄などの鉱物と反応して安定した炭酸塩鉱物を形成することを実証した。CO₂鉱物化のこの研究は、カーボンニュートラル社会の実現に貢献するかもしれない。

Researchers at the universities in Japan and China and a Japanese petroleum company have simulated a mechanism for basalt to (ア) CO₂. An Icelandic company (イ) in 2016 that CO₂ (ウ) with minerals like calcium, magnesium, and iron to form (エ) carbonate minerals when the CO₂ (オ) is injected into basaltic rock formations deep underground. This study on CO₂ mineralization may contribute to the realization of a carbon neutral society.

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|-------------|--------------|----------------|--------------|
| 1. absorb | 2. clarified | 3. combination | 4. discharge |
| 5. reacts | 6. rejects | 7. solution | 8. stable |
| 9. suitable | 10. verified | | |

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 カナダ政府は、消滅の危機に瀕しているクジラの種類を、自国領海における船舶との致命的な衝突から守るため、対策を講じると発表した。これらのクジラは米国南東部沖で出産し、餌を食べるためニューイングランドやカナダへと北へ移動する。その過程で、クジラは船舶との衝突や商業漁業の漁具への絡まりといった危険に直面する。環境団体は長年、絶滅が危惧される動物の保護に十分な対策を講じていないと米国及びカナダ政府を非難してきた。

The Canadian government says it is taking steps to protect a vanishing species of whale from lethal (ア) with ships in its waters. The whales give birth off the southeastern U.S. and (イ) north to New England and Canada to feed. Along the way, the whales face dangers including ship strikes and (ウ) in commercial fishing gear. Environmental groups have long (エ) the U.S. and Canadian governments for not doing enough to protect the (オ) animals.

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|----------------|-----------------|---------------|--------------|
| 1. collisions | 2. disregarded | 3. endangered | 4. enforced |
| 5. enforcement | 6. entanglement | 7. faulted | 8. immigrate |
| 9. migrate | 10. opposition | | |

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。

（設問）

B-3 航海の開始前に、遭難時の無線通信に主要な責任を有することを指名された無線通信士は、国際協定により要求される全ての文書及び船舶無線局への通知、並びに主管庁により要求される追加文書が利用できるようにし、かつ最新の追補に従ってそれらを訂正し、いかなる齟齬もそれがあつた場合には、その旨を船長に報告することを確保すべきとする。

Prior to sailing, the radio operator (ア) as having primary responsibility for radiocommunications during distress incidents should (イ) that all documents required by international agreement, notices to ship radio stations and additional documents required by the Administration are (ウ) and are corrected in (エ) with the latest (オ), and that any discrepancy is reported to the master.

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|----------------|--------------|---------------|----------------|
| 1. accordance | 2. available | 3. comparison | 4. compliments |
| 5. designated | 6. ensure | 7. proposed | 8. remember |
| 9. supplements | 10. useful | | |