

第二級総合無線通信士「英語」試験問題

5問 1時間30分

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 major shipping industry group said Tuesday that its members will aim for "net-zero" carbon emissions by 2050, following a commitment to the same goal by the world's airline industry a day earlier. The current target set by the International Maritime Organization, a United Nations specialized agency, is to reduce emissions from international shipping by 50% by 2050. The International Chamber of Shipping (ICS) said it has submitted a proposal to the U.N. for the industry to stop adding CO₂ to the atmosphere by mid-century. "Talk is cheap, and action is difficult," the ICS Chairman Esben Poulsson said in a statement, adding that the group's proposal "sets out the how as well as the what for decarbonizing shipping by 2050."

"A net-zero carbon ambition is achievable by 2050," Poulsson said, "but only provided that governments take the unglamorous but urgent decisions needed to manage this process within a global regulatory framework." The U.N.'s annual climate change conference starts Oct. 31 in Glasgow, Scotland. The ICS previously called for a global surcharge on carbon emissions from shipping to help fund the sector's shift toward climate-friendly fuels. Environmental activists gave Tuesday's announcement a cautious welcome but noted that the proposal only covers carbon dioxide, not other greenhouse gas emissions.

Like the airline industry, which this week declared a target of net-zero carbon emissions in 30 years, shipping companies are counting heavily on the idea that any carbon emissions remaining by 2050 could be offset with natural or artificial means of removing CO₂ from the atmosphere. "Real progress will come when they support the ambitious carbon price that Marshall Islands and Solomon Islands have jointly proposed and ensure shipping emissions immediately start on a downward trajectory," Aoife O'Leary, director of global transportation at the Environmental Defense Fund, said. "To meet the pace of climate action that science demands, we must hold the shipping industry accountable to real, near-term progress toward decarbonization," she said.

<注> commitment 約束 provided that ただし～ならば unglamorous 地味な
 regulatory 規制する offset 相殺する jointly 共同で trajectory 軌道
 accountable 責任がある

(設問)

A-1 Which declared net zero carbon emissions first, the major shipping industry group or the air transportation industry?

1. The two industries jointly declared "net-zero" carbon emissions on the same day.
2. The air transportation industry declared them earlier than the major shipping industry group.
3. The shipping industry had declared "net-zero" carbon emissions just before the air industry did.

A-2 What did the ICS say in the proposal referred to in the above article?

1. It proposed what to do to reduce carbon emissions and how to do it.
2. It stressed the importance of net-zero carbon emissions but stopped short of proposing concrete actions.
3. It proposed cheap ways to reduce carbon emissions and stated that the goal for 2050 would be attained very easily.

A-3 How did environmental activists react to the ICS statement on carbon emissions?

1. They did not like the idea of introducing a surcharge on carbon emissions.
2. They were confused as carbon emissions were not so serious as other greenhouse gases.
3. They liked the statement but pointed out the ICS is acting only on CO₂ but not on other greenhouse gases.

A-4 How do the marine and air transportation industries hope to offset any remaining carbon emissions in 2050?

1. Both are considering new technologies such as non-carbon-emitting engines.
2. Both are hoping for natural or artificial measures to remove CO₂ from the atmosphere.
3. The marine transportation industry hopes for new technologies while the air transportation industry is looking at higher natural CO₂ absorption.

A-5 How does the representative of the Environmental Defense Fund view the prospects for decarbonization?

1. Decarbonization is a long-term goal and we need gradual change in the shipping industry.
2. Collaboration between marine and air transportation is essential to reach the global goal by 2050.
3. Urgent measures to decrease carbon emissions are needed to meet the required pace of change.

2. 次の英文**A-6**から**A-9**までは、無線通信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 The energy radiated by receiving apparatus shall be reduced to the lowest practical value and shall not cause harmful interference to other stations.

(設問) Is receiving apparatus allowed to radiate unlimited amounts of energy?

1. No, it is not.
2. Yes, that is not a problem.
3. Yes, but only if it does not cause interference.

A-7 The frequency to be used for transmission of an acknowledgement shall normally be the frequency paired with the calling frequency used.

(設問) What frequency shall usually be used for transmitting an acknowledgement?

1. The frequency which was used in calling
2. The frequency which is linked to the calling one
3. Any frequency different from the calling frequency used

A-8 Radio operators on ships not required to comply with the provisions of the GMDSS in chapter IV of the SOLAS Convention are not required to meet the provisions of chapter IV of the STCW Convention. Radio operators on these ships are, nevertheless, required to comply with the Radio Regulations.

(設問) What must radio operators on ships which do not need to meet the GMDSS requirements comply with?

1. The Radio Regulations
2. Chapter IV of the STCW Convention
3. Both the SOLAS Convention and the STCW Convention

A-9 Except for reasons of safety, no transmission shall be directed to an aircraft during take-off, during the last part of the final approach or during the landing roll.

(設問) What should the air traffic controllers not do when an aircraft is taking off or in the last part of the final approach or on the landing roll?

1. They should not stop radiotelephony communication during those periods under any circumstance.
2. They should not make any transmission during those periods unless there are safety issues to convey.
3. They should speak to the pilot during the last part of the final approach but not during take-off or the landing roll.

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9.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 科学者たちは、海水温が上昇するにつれて日本の海にいる6種の熱帯魚がどのように日本北部沖の海域に拡大するかを予測するためのモデルを開発した。その結果は、気候変動に対する適切な緩和策を講じなければ、漁業やレジャー利用のような日本沿岸の多くの人間の活動が熱帯魚の生息分布の変化によって大きく影響を受ける可能性があることを示している。

Scientists have developed a model to (ア) how six tropical fish species in Japanese waters will (イ) into waters off northern parts of Japan as sea (ウ) rise. The results indicate that many human activities along the Japanese coasts, such as fisheries and leisure use, may be greatly (エ) by changes in tropical fish habitat patterns without (オ) mitigation measures against climate change.

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|-------------|-----------------|------------|
| 1. affected | 2. conclude | 3. expand |
| 4. expose | 5. missed | 6. predict |
| 7. proper | 8. temperatures | 9. vague |

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9.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 未開発の海洋波エネルギーの可能性は膨大であるが、その自然の力を効率よく引き出しかつ過酷な海洋の環境に耐える技術の開発は厳しく、まだ実験段階にとどまっている。最近、オーストラリアの研究チームは、今日までに存在するどのような類似技術より2倍の効率を有する波力エネルギー変換器を作り上げた。彼らは、今、成功した自分たちのプロトタイプの大規模化を行っているところである。

The untapped potential ocean wave energy is (ア) but developing technologies to (イ) the natural power efficiently and withstand the (ウ) ocean environment is hard and still stuck at the experimental stage. Recently, an Australian research team has created a wave energy converter twice as efficient as any (エ) technology developed to date. They are now (オ) up their successful prototype.

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|----------------|-------------|------------|
| 1. appropriate | 2. contract | 3. extract |
| 4. harsh | 5. scaling | 6. similar |
| 7. solid | 8. summing | 9. vast |

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9.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 どの船舶も、主電源及び非常電源の故障時に遭難及び安全に関する無線通信を行うため、無線設備に給電する補助電源を備えなければならない。

A (ア) source or sources of energy shall be (イ) on every ship to supply radio installations for the (ウ) of (エ) distress and safety radiocommunications in the (オ) of failure of the ship's main and emergency sources of electrical power.

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|------------------|-------------|--------------|
| 1. conducting | 2. era | 3. event |
| 4. indispensable | 5. modified | 6. producing |
| 7. provided | 8. purpose | 9. reserve |