

平成29年度入学者選抜学力検査問題（前期日程）

英語（出題の意図）

〔I〕 英語の読解力を問う問題。グローバル化する社会で異文化理解の果たす役割の重要性を、猿と魚の逸話を通じて正しく理解しているかを問う。

問1 下線部（1）について、内容、動名詞構文、語・語句などを正確に理解し、かつその内容を日本語で適切に訳すことができるかを問う。

問2 下線部の内容を正しく理解できているかを、選択肢を選ばせることにより問う。

問3 下線部（3）について、内容、過去分詞の後置修飾構文、語・語句などを正確に理解し、かつその内容を日本語で適切に訳すことができるかを問う。

問4 本文の内容を正しく理解できているかを、日本語で書かれた七つの選択肢から内容と合致するものを三つだけ選ばせることにより問う。

〔II〕 時事的な英文の読解力を問う問題。最近話題となることが多い自動運転の車に関する内容の英文を読み、その内容を正しく理解しているかを問う。

問1 カッコ（A）～（D）について、本文の内容を理解しているかを、それぞれの選択肢を選ばせることにより問う。

問2 本文中に用いられている数字四つについて正しく理解できているかを、それぞれ日本語で簡潔に説明させることにより問う。

問3 下線部について、内容、比較級を含む構文、語・語句などを正確に理解し、かつその内容を日本語で適切に訳すことができるかを問う。

問4 本文の内容を正しく理解できているかを、英語で書かれた七つの選択肢から内容と合致するものを三つだけ選ばせることにより問う。

〔III〕 和文を読み、その内容を適切な英文で書き表すことができるかを問う。適切な文法知識、語彙の活用とともに、総合的な文章校正力を有するかを問う。

〔IV〕 英語で与えられた状況説明に対し、適切な回答が書けるかを問う。英問英答の対応力を有するかを問う。

平成 29 年度入学者選抜学力検査問題(前期日程)

外 国 語

英 語

(注 意)

1. 問題冊子は指示があるまで開かないこと。
2. 問題冊子は 10 ページ, 解答用紙は 2 枚である。
指示があってから確認すること。
3. 解答はすべて解答用紙の指定のところに記入すること。
4. 解答用紙は持ち帰ってはならないが, 問題冊子は必ず持ち帰ること。

〔 I 〕 次の異文化理解(“cross-cultural understanding”)に関する英文を読んで以下の設問に答えよ。

In my thirty years of teaching at the university level, the majority of my students have been in my cross-cultural communication classes. Most seem eager to learn. However, sometimes a bold student will ask, “Why should I be here? Why should I learn about culture? Why can't I just go to a foreign country without all this studying?” To some, all the time, courses and money invested in learning about cultural differences seem like a great waste.

Similar questions arose during my fifteen years of cross-cultural training in the business world. Some of the business leaders in my workshops felt that understanding people from other cultures was a waste of time. These participants already had specialized technical skills and just wanted to get on with the job. Such a view, however, is narrow-minded and potentially dangerous. The reason? These people see their job as a task to be done with little or no concern for the role of cross-cultural understanding in building genuine relationships with local people. A narrow focus on the task without understanding cultural differences can lead to disappointment and disastrous outcomes.

Early in my career, these “Why should I bother?” statements would cut like a knife. Since I'm a cross-cultural trainer, my profession seemed under attack. My pride would surface and I would say something about the requirements of my clients' organizations and give statements like “It will do you good” or “Someday you will understand.” I doubt that I convinced anybody. Why bother with cross-cultural training, then? Is it really necessary? I have a better answer to these questions now, and it begins with the following story.

During a strong typhoon, a monkey escaped to an island. He took shelter in a large tree beside a river and waited for the storm to pass.

From his secure, protected place, he looked down and saw a fish in the river, swimming hard against the current. It seemed obvious to the monkey that the fish was in trouble and needed assistance. Being of a kind heart, the monkey resolved to rescue it.

A large branch of the tree hung over the spot where the fish seemed to be struggling. At considerable risk to himself, the monkey climbed far out on the branch, reached down and grabbed the fish from the threatening waters. Then, he immediately ran back to the safety of shelter and carefully laid the fish on dry ground. For a few moments, the fish seemed excited and jumped around actively. However, soon it stopped moving and settled into a peaceful rest. Feelings of joy and satisfaction filled the monkey. The fish was saved! He had successfully helped another creature.

Like others who have heard this story, you may wonder about the intelligence of this monkey. But let's look deeper by asking some questions to discover some important truths. Take a moment to think about the following: What was the monkey's motivation? Why did he take the fish out of the water? What did the monkey assume about fish culture?

Here are my thoughts about the story. First, the monkey was courageous, had good intentions and noble motives. However, his motives were mistaken because of his ignorance — he could not see beyond his own frame of reference.⁽²⁾ He believed that what was dangerous for him was dangerous for the fish. Therefore, what was good for him would also be good for the fish — a key assumption. As a result, he acted out of ignorance, and ended up doing damage rather than the good that he intended. He thought that he had saved the fish. In reality, his actions killed it. Unfortunately, the monkey may not even have known the damage that he did, because he may have walked away leaving the fish "resting."

We all believe that our way is the right way, that our beliefs are correct and that our culture is superior. Wasn't that the monkey's message to the fish? Culture is like that. We tend to make decisions based on our cultural background rather than trying to understand the cultural background of the other person first.

This monkey problem is universal. I've been on numerous overseas trips, trained hundreds of businesspeople and conducted cross-cultural seminars in dozens of countries. I've seen more monkey behavior in others — and in myself — than I ever want to admit.

Cross-cultural training is important so that, in international situations, we don't act like this monkey. In our global age, professionals in all fields need to acquire cultural awareness. We demand a high level of skill and knowledge from the people who serve us. Suppose a person went through only one year of medical school and then concluded, "All this learning is a waste of time. People are dying every day. I don't need to finish my medical studies. I need to get out there and help people now." Would you consider going to such a physician? Of course not. We would find such people foolish and dangerous, and would avoid them. What about nurses, lawyers, architects, pilots and food manufacturers? Don't we require the highest standards from them? Of course, we do. The same⁽³⁾ should hold true for professionals involved in international business, education and politics. In cross-cultural interactions, we don't want to be well-intentioned but badly informed monkeys.

出典 : Elmer, D. (2002) *Cross-Cultural Connections: Stepping Out and Fitting in Around the World*. Downer's Grove, Illinois: Inter Varsity Press. 上の英文は、抜粋の上、一部を変更している。

問 1 下線部(1)を和訳せよ。

問 2 下線部(2)に最も近い表現を下から一つ選び番号で答えよ。

1. motivation
2. important truth
3. frame of glasses
4. way of thinking
5. feelings of joy

問 3 下線部(3)を和訳せよ。

問 4 次の 1～7のうち、本文の内容と合致するものを三つ選び番号で答えよ。

1. 異文化コミュニケーションを学ぶ人は、企業の専門家たちだけである。
2. 異文化コミュニケーションを学ぶための時間とお金は無駄であると考えている人がある。
3. 著者は、物語を用いて、異文化理解の重要性を説明しようとしている。
4. 猿は魚に害を与えようと考えていた。
5. 著者は、魚の文化に対する猿の理解力を高く評価している。
6. 猿は、自分にとって善いことは魚にとっても善いことであると信じていた。
7. 著者自身は、猿が魚にとったような行動と同じような行動をしたことがない。

〔Ⅱ〕 次の英文を読んで以下の設問に答えよ。

Self-driving cars are a hot new topic in the 21st century. Experts argue that there are three key points to note. One: They're here. Last fall, Tesla Motors added a software update to its vehicles around the world. This new code combined sensors, cameras, GPS* and controls to allow for so-called self-driving cars — with humans in the driver's seat ready to take over if needed. Within weeks, a crew of drivers climbed into a Model S car in Los Angeles and drove to New York City in just over two days, the car steering itself 96 % of the way. Other excited non-drivers have taken videos of themselves reading books, brushing their teeth and otherwise ignoring the road as their cars zoomed along automatically. Elon Musk, founder of Tesla, predicts that his electric cars will be entirely self-driving within three years.

Major carmakers from General Motors to Mercedes-Benz have also promised to sell self-driving vehicles in the next few years. Supporters include some of the most respected names in the business, such as William Ford Jr., executive chairman of the company founded by his famous great-grandfather Henry Ford, and Toyota Motor Corporation president Akio Toyoda, whose great-grandfather was known as “the king of Japanese inventors.” (Toyoda, a racing fan, was totally opposed to self-driving vehicles before reversing himself late last year.) Four U.S. states have made self-driving cars legal, and at least 13 more are considering similar laws.

Two: They're (A) drivers. These words may hurt the feelings of car-loving Americans. But the computer is simply a better driver than a human. It's better at keeping its eyes on other drivers; better at maintaining a steady speed for greater fuel efficiency; better at analyzing GPS data, weather data, traffic data — any and all kinds of data, really — and better at responding rapidly. The computer doesn't get distracted* by the family dog, by kids or by the guy who just made an illegal lane change in front of you. It doesn't check its cell phone,

drop sandwiches, spill coffee, or steer with its knees while playing air guitar. The computer couldn't think even if it wanted to. Asking directions is a computer's favorite activity, and unless ordered to, the computer never falls asleep.

Three: They're going to (B) everything. The economic and safety effects will be huge; the moral and legal problems will be complicated. There is no "right to drive" in the U.S. Constitution*, but forced to choose, most Americans would rather take the steering wheel than allow computers to drive — no matter how many statistics prove that human drivers put others' lives at risk. Self-driving cars will likely join security cameras and drones* among the major advances and controversies that mark our times.

Because the gulf between human and machine is so vast — and growing — the next step after making driverless cars legal will be to make them required. Today you pay higher insurance costs to drive a sports car than a family car. Tomorrow you could be paying a high price for even driving at all. Who will be liable for accidents? How should computers make life-and-death decisions? Such questions are likely to be big problems for politicians and lawyers in future.

Are driver-less cars really (C) and more efficient than cars driven by humans? Consider the facts. There are about 6 million car accidents — incidents serious enough to be reported to the police — each year in the U.S. About 33,000 Americans die annually as a result, with an additional 12 million or so injured. Some 94 % of road accidents in the U.S. are the fault of drivers.

To make real progress in safety, the obvious move is to take people out of the driver's seat. That is becoming today's reality. Just 12 years ago, when the U.S. government funded the first international competition for self-driving vehicles, not one of the challengers finished the 240 kilometer desert course set out for them. Today, however, Google's self-driving test cars have driven more than 2.25 million kilometers on public roads — equivalent to about 100 years of driving for the average individual. Total accidents: 17, all caused by human

drivers. The Ford Motor Company's test group of self-driving cars — now working to cope with winter driving — will soon be the country's largest. In January, the U.S. government announced a 1-year \$4 billion fund to promote self-driving research. In February, it announced that computers controlling a vehicle should be legally defined as drivers.

Self-driving cars (D) great improvements in safety and efficiency. Driverless cars don't have to be perfect to change the world, argues a scientist at Rand Corporation. They just have to be safe. "Relying on human drivers any longer than we must is too risky," she says.

出典：Time Magazine. March 7, 2016. 上の英文は、抜粋の上、一部を変更している。

*GPS 人工衛星を利用して自分が地球上のどこにいるのかを正確に割り出すシステム

*get distracted 気が散る

*the U.S. Constitution アメリカ合衆国憲法

*drones ドローン(無線操縦無人機)

問 1 (A), (B), (C), (D)に入る最も適切な語をそれぞれ一つ選んで番号で答えよ。

(A) 1. superior 2. cheaper 3. slower 4. faster

(B) 1. change 2. destroy 3. keep 4. cost

(C) 1. larger 2. more popular 3. more expensive 4. safer

(D) 1. delay 2. prevent 3. promise 4. ignore

問 2 本文中で用いられている以下の数字が指している内容を日本語で簡潔に説明せよ。

1. 33,000
2. 12 million
3. 94 %
4. \$ 4 billion

問 3 下線部を和訳せよ。

問 4 本文の内容と一致しているものを三つ選び番号で答えよ。

1. Tesla Motors has already begun to sell self-driving cars in the United States and Europe.
2. At first, Akio Toyoda supported self-driving cars but he became totally opposed to them late last year.
3. Computers are better at analyzing data than humans but get distracted by children and pets.
4. Although computers are superior drivers compared to humans, most Americans would prefer to drive cars by themselves.
5. In future, if driverless cars become legal, the next step will be to require people to use them.
6. Google's self-driving test cars have driven more than 2 million kilometers on public roads with only 17 accidents.
7. When the U.S. government funded the first international competition for self-driving cars, only one challenger finished the 240 kilometer course.

〔Ⅲ〕 下線部を英訳せよ。

大学の教員を15年やっていて、「地方には雇用がないから帰らない」という学生には、ほとんど会ったことがない。彼らは口を揃えて「地方はつまらない。だから帰らない」と言う。そうならばつまらない街を創ればいい。あるいは、地方に住む女性たちは口を揃えて「この街には偶然の出会いがない」と言う。そうであるなら、偶然の出会いが、そこかしこに潜んでいる街を創ればいい。

だが政治家はこういうことは口が裂けても言えないのだ。なぜなら、これを言った瞬間に、「いまの自分の支持者たちはつまらない人たちだ」と公言してしまうことになるから。そして、あいかわらず、工場団地を建て、公営住宅を整備すれば、若者たちは戻って来てくれるという幻想を追っている。

出典：平田オリザ『下り坂をそろそろと下る』（講談社現代新書、2016年）

〔IV〕 以下の設問を読んで英語で答えよ。

- Read the situation below. Then write some suggestions (in English) on how Anna should solve this problem.



Anna

I live in an apartment building. My problem is my neighbor. He loves loud music and always plays it late at night. Usually, he practices his drums until midnight. It's so noisy! Then, he turns on his radio and listens to rock-and-roll music until 3 a.m. The noise is terrible! I can't study. I can't sleep. What should I do?

