

# 福島県立医科大学

平成30年度  
医学部前期入学試験問題

## 英 語

(時間：100分)

### 注 意 事 項

- 1 試験開始の合図があるまで、この問題冊子の中を見てはいけません。
- 2 試験中に問題冊子の印刷不鮮明、ページの落丁・乱丁および解答用紙の汚れ等に気付いた場合は、手を挙げて監督者に知らせなさい。
- 3 解答は、すべて解答用紙の所定の欄に記入しなさい。
- 4 問題冊子の余白は、下書きなどに利用して構いません。
- 5 試験終了後、解答用紙のみを回収します。

[ 1 ] 次の文章を読み、問いに答えよ。

Jet lag results from our rapid motion between time zones, across the lines that we have drawn on the earth that <sup>1</sup>equate light with time, and time with geography. Yet our sense of place is confused as easily as our body's <sup>2</sup>circadian rhythms. Because jet lag refers only to a confusion of time, to a difference measured by hours, I call this other feeling 'place lag': the delayed sense of imagination that results from our jet-age transportations over every kind of distance; from the inability of our deep old sense of place to keep up with our airplanes.

Place lag doesn't require the crossing of a time zone. It doesn't even require an airplane. Sometimes I've been in a forest, for a hike or a picnic, and then later the same day I have returned to a city. Surrounded by cars and noise and blocks of concrete and glass, I'll find myself asking, ( A ) is it that I was walking in the woods this morning? I know it was only this morning I was in that different place; but already it feels like a week ago.

Humans have developed to move slowly over the world, in sight of everything while traveling to or from a particular place. It makes sense that passing time and changing surroundings share a rhythm, and that as a consequence further or more different places naturally seem longer ago. <sup>(1)</sup> The differences between a forest and a city are so enormous that the journey between them is perceived as a <sup>3</sup>chronological jump, a kind of time-hill.

This is true of all travel; and the greater the contrast the journey draws between home and away, the sooner the trip will feel as if it took place in the distant past. This equation is pushed to the limit of one's imagination by the airplane, <sup>(2)</sup> which takes us on journeys almost none of us would ever undertake by other means, to places as different from our home as any on the planet, over many other places we will know only indirectly, if at all.

I sometimes think that there are cities so different in atmosphere, culture and history — Washington and <sup>4</sup>Rio, Tokyo and <sup>5</sup>Salt Lake City — that really they should never be joined by a non-stop flight; that to appreciate the distances between them such a journey should be broken into stages, and that the distance one imagines might be better understood if such flights took ten weeks, not ten hours. But no matter which pair of cities the plane links, almost all air travel can feel too quick. We pretend that it's normal, that London, the place we were, the place that surrounded us in every respect, has transformed itself into <sup>6</sup>Luanda or Los Angeles, as if it was not us who moved, but rather place that flowed around us, because after all, no one could move this quickly. <sup>(3)</sup>

If we do not see much of the intervening earth — if we as passengers sleep most of the way, or do not have a window seat — then journeys of such unbelievable scale can seem to take place all but <sup>7</sup>instantaneously, the airplane door like the shutter of a camera.

It is right that our first hours in a city feel wrong, or at least confusing, in a way we can't quite describe. We are not built for speed; certainly not for this speed. When we cross the world some lower portion of our brains cannot understand what has, we might say, taken place. I can say to myself without any doubt: 'I flew from home to Hong Kong. Clearly, this is Hong Kong: the destination signs on the fronts of the buses, crowds of people walking up and down the streets, the surface of the harbor where the lights of so many boats race over the reflections of skyscrapers.' Equally, I know that a day or two ago I was at home. I have the everyday memories, the receipts to prove it. Yet, just as with two completely different times from my own past, I am the connection between these wildly different places across 6,000 miles of continent. Somewhere in my lower-brain unconscious, I am the most obvious answer to the question of what these places, separated not by an unbelievable distance but by mere hours, have in common. And that makes no sense at all. <sup>(4)</sup>

If place lag were a more ( B ) term, the next time I walked down a street in Tokyo and an election campaign car with loudspeakers went past, or I stood in a food market in <sup>8</sup>São Paulo and saw a dozen fruits I did not know how to name or eat, or the skies opened in <sup>9</sup>Lagos and I saw rain the like of which I would never see in <sup>10</sup>Massachusetts, I could be totally confused and say to my traveling companion, who would nod and smile in recognition: 'I have place lag.'

(Mark Vanhoenacker, *Skyfaring: A Journey with a Pilot*, modified)

Notes:

<sup>1</sup>equate: to consider that two things are similar or connected

<sup>2</sup>circadian: relating to a period of 24 hours, used especially when talking about changes in people's bodies

<sup>3</sup>chronological: relating to time

<sup>4</sup>Rio (de Janeiro): a city in Brazil

<sup>5</sup>Salt Lake City: a city in the United States

<sup>6</sup>Luanda: a city in Southern Africa

<sup>7</sup>instantaneously < instantaneous: happening immediately

<sup>8</sup>São Paulo: a city in Brazil

<sup>9</sup>Lagos: a city in Nigeria

<sup>10</sup>Massachusetts: a state in the United States

問 1 第1パラグラフをもとに place lag を日本語で定義せよ。

問 2 下線部(1)を日本語に訳せ。

問 3 下線部(2)を日本語に訳せ。その際, this equation (相関関係)の内容を明らかにし, かつ, push to the limit of one's imagination の意味を具体的に書くこと。

問 4 下線部(3)を日本語に訳せ。

問 5 下線部(4)の内容を日本語で述べよ。

問 6 ( A ) と ( B ) の部分に入る最も適切な語をそれぞれア～エのうちから1つずつ選び, 記号で答えよ。

(A)  $\left\{ \begin{array}{l} \text{ア} \text{ how} \\ \text{イ} \text{ when} \\ \text{ウ} \text{ where} \\ \text{エ} \text{ why} \end{array} \right.$

(B)  $\left\{ \begin{array}{l} \text{ア} \text{ appropriate} \\ \text{イ} \text{ familiar} \\ \text{ウ} \text{ realistic} \\ \text{エ} \text{ reasonable} \end{array} \right.$

[ 2 ] 次の文章を読み、問いに答えよ。

Do you ever drive along a nice quiet stretch of highway and realize that your thoughts have drifted to something completely unrelated to the road? Don't feel like you're a terrible driver or the only one out there doing it. In a recent study, my colleague Matt Yanko found that while driving on open stretches of road, drivers spend significant amounts of their time engaged in what we call *mind wandering* or *task-unrelated thought*. Why do we do this? Some psychologists will tell you that we just can't help ourselves.<sup>(1)</sup> Psychologists Jonathan Smallwood and Jonathan Schooler have made careers out of studying the restless mind. Smallwood and Schooler's experiments have shown that we all let our minds wander. A lot. A study done at Harvard found that we spend as much as half our waking lives thinking about something other than the task that is presently under our noses.<sup>(2)</sup> And again, we're not talking about lazy-minded, undisciplined people here. My own studies with Schooler have shown that even airline pilots spend large amounts of time with their heads in the clouds. Schooler is quick to point out that we don't always know when we're mind wandering. His early studies found that people who were reading a book reported having no idea that, while their eyes were passing over the text, their minds were off thinking about something else.<sup>(3)</sup> Until they took Schooler's reading comprehension quiz at the end.

With all this 'spacing out in a world of potential hazards, you're probably wondering how it is that we humans even survived.<sup>(4)</sup> Smallwood and Schooler are quick to point out that mind wandering has its benefits. Taking a mental break here and there is a great way to revisit the other things we have going on in our lives. A good mind wandering lets you figure out what you're going to do later in the evening or who's going to pick the kids up from school tomorrow, what psychologists call *autobiographical planning*. Mind wandering allows us to remember things that we have forgotten, like the dentist appointment we have the next day. Studies of mind wandering have shown that people come up with some of their best ideas when they are spacing out. Getting lost in our thoughts? We'd be lost without it.<sup>(5)</sup>

But mind wandering has its costs.<sup>(6)</sup> Mind wandering researchers have done one study after another that show how our performance at almost every task we undertake declines when we don't keep our minds engaged. In a most unusual study, a team of researchers in France walked up to hospital beds in an emergency ward and asked car crash victims if they had been mind wandering at the time of the <sup>3</sup>collision. Mind wandering was reported by more than half of all these drivers, while about one in eight reported thinking about "highly distracting content" during their mental <sup>4</sup>excursions.

It's important to know that mind wandering is just as distracting when our eyes remain focused on whatever it is we are supposed to be watching. When our minds drift, we experience what psychologists call *perceptual disengagement*—while our eyes and minds continue to function, they just sort of stop talking to each other. Even when something is seen by the eye, it may not be processed by the brain in the same way as when we are paying full attention.<sup>(7)</sup>

(Steve Casner, *Careful*, modified)

Notes:

<sup>1</sup>spacing out < space out: to take no notice of what is happening around you

<sup>2</sup>autobiographical: relating to one's own life

<sup>3</sup>collision: an accident in which two vehicles or people crash into each other

<sup>4</sup>excursions < excursion: trip

<sup>5</sup>perceptual: relating to the process of perceiving

<sup>6</sup>disengagement < disengage: to stop being involved or interested in something

問 1 下線部(1)について(A)と(B)に答えよ。

(A) 下線部(1)の内容を本文に即して日本語で説明せよ。

(B) 下線部(1)のように言える理由を本文に即して日本語で説明せよ。

問 2 下線部(2)を日本語に訳せ。

問 3 下線部(3)の内容を本文に即して日本語で説明せよ。

問 4 下線部(4)を日本語に訳せ。

問 5 下線部(5)の内容を本文に即して日本語で具体的に説明せよ。

問 6 下線部(6)の内容を本文に即して日本語で具体的に説明せよ。

問 7 下線部(7)を日本語に訳せ。

[ 3 ] Read the following passage and answer the questions (Questions 1-4) in English.

Demand for ambulances, which respond to calls made to the emergency hotline, 119, has grown rapidly along with the population's pace of aging. As ambulances have been <sup>1</sup>mobilized with greater frequency, emergency services are taking longer on average to arrive at the scene. These delays could prove fatal, especially during critical situations in which seconds can mean the difference between life and death.

The Fire and Disaster Management <sup>2</sup>Agency (FDMA) has been working to find a solution to this issue for years, in an attempt to find a way of relieving the overburdened free service, operated by <sup>3</sup>municipal fire stations and funded entirely by taxes. Experts have recommended that the government begin charging users as a way to discourage inappropriate use of the service.

In 2016, ambulances were requested a record 6.21 million times, up 2.6 percent from 2015, according to FDMA statistics. People transported by ambulances amounted to 5.62 million, also a record high.

The number of people taken to hospitals by ambulance typically rises dramatically during the summer, when cases of heat exhaustion and other heat-related conditions reach a peak. The number of people using ambulances also goes up in winter, at the height of influenza season. During the New Year's holidays, cases of people choking on *mochi* (sticky rice cakes) are fairly common. Every year in Tokyo alone, about 100 people are rushed to hospitals for *mochi*-related choking incidents, according to the Tokyo Fire Department. In such incidents, it is usually elderly people that need attention, because ( \_\_\_\_\_ ).

In 2015, the average time it took for an ambulance to arrive on the scene was eight minutes and 36 seconds, compared with eight minutes and six seconds in 2010 and six minutes and 30 seconds in 2005, according to the FDMA.

Authorities say that the dramatic increase in the size of Japan's elderly population is the main reason ambulance services have been overburdened. Of the 6.21 million cases in 2016, sudden sickness accounted for 64 percent, followed by injuries at 14.9 percent. Patient transfers from one hospital to another made up 8.4 percent of the total, while 7.9 percent were traffic-related injuries.

A 2015 public opinion survey of 1,500 adults conducted by the Tokyo Fire Department showed some cases of transport by ambulance were not medically necessary. Asked why they called an ambulance, 28.8 percent of the respondents said they could not tell whether their condition was serious or not, and 19.6 percent noted they called for help late at night or on weekends when their neighborhood clinics were closed.

Some <sup>4</sup>municipalities ask people to call #7119 when they are unsure whether to call an ambulance. The number connects the caller to a trained member of staff who asks questions to determine whether an ambulance is necessary. The service is currently available in four prefectures (Tokyo, Nara, Osaka and Fukuoka) and three cities (Sapporo, Yokohama and Tanabe, Wakayama Prefecture). Miyagi Prefecture, Saitama Prefecture and Kobe are planning to join later this year.

"We are trying to expand it further by sending officials as advisers from municipalities where #7119 has already been introduced to other municipalities that have yet to adopt the system," said an FDMA official.

In March, the FDMA also launched a smartphone app (in Japanese only) that provides the same kind of guidance. Called *Q-suke*, it assesses the level of emergency according to symptoms and makes recommendations on whether to call 119 or other possibilities, such as medical centers and services that are open at night.

Despite the increasing availability of services designed to relieve the overburdened emergency hotline, only 13 percent of 1,790 people in a survey were aware of #7119, while 1.7 percent knew about *Q-suke*, according to the results of a survey released in September 2017.

There has been intense debate about whether ambulance charges should be introduced. In 2015, a government <sup>5</sup>panel recommended a charge for some ambulance services, especially considering the roughly two trillion yen Japan spends annually on fire and disaster management.

"If we keep the situation as is, we will see delays in responses to the sick and injured who face real emergencies, and could have problems saving their lives," the panel said in its report. "We should consider making the service a paid one for patients with light symptoms, taking the systems of other countries into consideration."

Some cities, including New York, Munich and Paris, charge ambulance users directly or through insurance providers. Singapore charges fees for nonemergency cases.

However, the FDMA panel concluded in March 2016 that more discussions are needed before a decision can be made on whether to charge fees even for nonemergency cases. Management staff at fire stations tend to oppose the idea, saying a fee would end up denying ambulance access to the poor.

"If we are to charge a fee for certain services, we need to have a national agreement on many factors, such as who we should charge, whether a doctor's opinion is necessary for that decision, how much we charge and how we collect the fees," the panel concluded.

In contrast, some emergency-room doctors see things differently. According to a November 2016 article by the Nikkei Medical magazine, which surveyed 3,879 doctors, 46.7 percent of those who responded said all users should be charged for ambulance services, while 39 percent said users should be charged if their cases are judged to be less serious upon arrival at the hospital. Only 13.4 percent replied that ambulances should remain free. One doctor commented to the magazine that some patients frequently call ambulances to take care of something as common as a cold. Another hospital doctor questioned why ambulance transport should remain free when <sup>6</sup>ER services are not.

(*Japan Times*, 2017, modified)

*Notes:*

<sup>1</sup>mobilized < mobilize: to call into action

<sup>2</sup>agency: a section of the government responsible for administration

<sup>3</sup>municipal: relating to the government of a city or town, controlled by local government

<sup>4</sup>municipalities < municipality: a town or a district with a local government

<sup>5</sup>panel: a group of people with special knowledge, skill, or experience who give advice or make decisions

<sup>6</sup>ER: emergency room, the emergency treatment center to which ambulances take patients

Question 1: Complete the underlined sentence by filling the blank with what you think best fits the context.

Question 2: In the passage above, where do you think the following sentence belongs? Identify the most appropriate position for the sentence and, as your answer, write the *three words* immediately before that position.

What's more troubling is that 3.5 percent said they thought the ambulance ride would help them get treatment more quickly, and 3.2 percent said they had no other means of transportation, suggesting that the ambulance is sometimes seen as a free taxi to a hospital.

Question 3: From the following sentences ((A)–(E)), choose the *two* that best reflect the content of the passage.

(A) Japan's aging population has led to the ambulance services having difficulty in coping.

(B) Road accidents are also a major reason why Japan's ambulance service is overburdened.

(C) The availability of the #7119 call service is unlikely to gain popularity.

(D) The average time taken for an ambulance to reach a person needing attention rises in proportion to the number of emergency calls.

(E) A large proportion of doctors believe that charging for ambulances would discourage poorer people from requesting ambulances.

Question 4: Imagine that you are a doctor. Describe in your own words how you personally would feel about the idea of charging for ambulance services. Write about *100 words* and give specific reasons for your opinions.