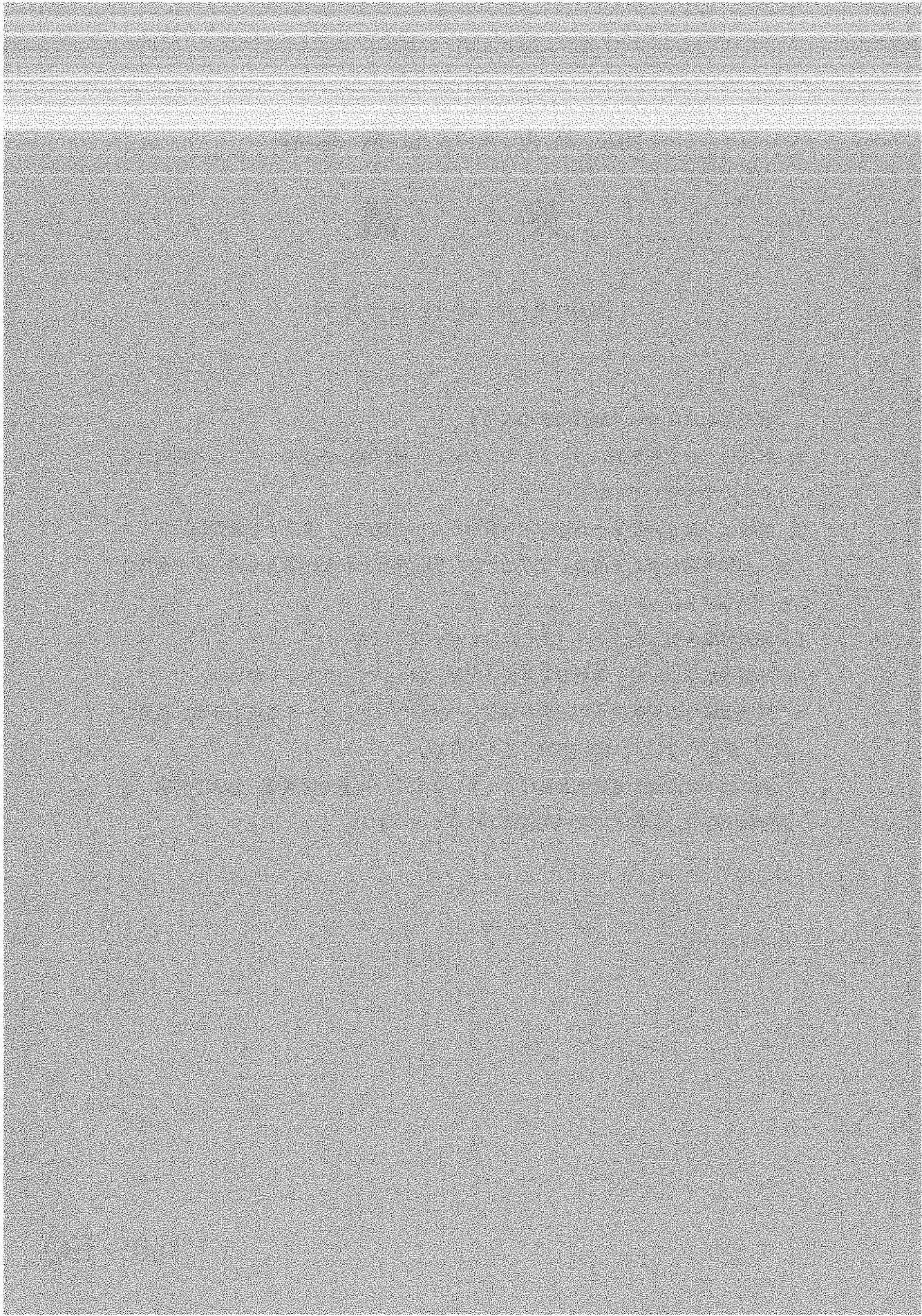


2017 年度 入学 試験 問題

英 語

(試験時間 10:30~11:50 80分)

1. 解答用紙は、マーク解答用紙のみです。
2. 解答は、必ず解答欄にマークしてください。解答欄以外にマークすると無効となりますので注意してください。
3. 解答は、HBの鉛筆またはシャープペンシルを使用し、訂正する場合は、プラスチック製の消しゴムを使用してください。解答用紙に鉛筆のあとや消しくずを残さないでください。
4. 解答用紙を折り曲げたり、汚したりしないでください。
5. 解答用紙には、必ず受験番号と氏名を記入およびマークしてください。
6. 解答用紙への受験番号の記入およびマークは、コンピュータ処理上非常に重要なので、誤記のないよう特に注意してください。
7. 満点が150点となる配点表示になっていますが、日本史学専攻、社会学専攻、社会情報学専攻、心理学専攻の満点は100点となります。



I 次の(1)~(10)の対話を完成させるために () に入れるべき最も適切な語句をそれぞれ㉠~㉤の中から1つ選び、その記号をマークしなさい。(30点)

(1) A : How did your sister's wedding go?

B : Oh, it was gorgeous. And I saw cousins I hadn't seen for years.

A : So it was () the trip.

B : Yes, definitely.

㉠ worth

㉡ worthily

㉢ worthless

㉣ worthy

(2) A : I heard your son just got a new job. Congratulations!

B : Thank you. We are very () of him.

A : You must be. When does he start working?

B : In a month or so.

㉠ delighted

㉡ happy

㉢ pleased

㉣ proud

(3) A : I don't speak Chinese, but a man spoke to me in Chinese at the station.

B : Oh, did you help him?

A : I tried to, but I couldn't understand him. I was ().

- Ⓐ puzzle
- Ⓑ puzzled
- Ⓒ puzzles
- Ⓓ puzzling

(4) A : Hi, Susan. I was wondering if you could baby-sit my daughter next Saturday evening.

B : Sure. What time do you want me to come ()?

A : Five would be great.

B : No problem. I'll be happy to do it.

- Ⓐ on
- Ⓑ over
- Ⓒ to
- Ⓓ with

(5) A : Aren't you drinking too much coffee?

B : I need to study for the exam even though I'm tired. I have to stay ().

A : I see. But too much coffee is bad for you.

- Ⓐ awake
- Ⓑ awoke
- Ⓒ awoken
- Ⓓ wake

(6) A : If the weather is good on Sunday, would you like to join us for tennis?

B : I'd love to, but I've got a very important presentation on Monday. I'm too () to think about anything else.

A : The best thing to do is to get fresh air. It will relax you.

Ⓐ exciting

Ⓑ frighten

Ⓒ tense

Ⓓ worry

(7) A : I think I'm getting old.

B : Why do you say that?

A : I don't dance as () as I used to.

B : That's not true.

Ⓐ graceful

Ⓑ gracefully

Ⓒ graceless

Ⓓ much gracefully

(8) A : Can I borrow some paper clips?

B : Sure. How many do you need?

A : Just ().

B : Here! Take as many as you want.

Ⓐ a few

Ⓑ a little

Ⓒ couple

Ⓓ few

(9) A : Were you always a history teacher?

B : No, I wasn't.

A : How long () history then?

B : Since 2015. Before then, I was an English teacher.

Ⓐ do you teach

Ⓑ have you taught

Ⓒ had you taught

Ⓓ would you teach

(10) A : Why is it so cold here?

B : I am sorry. The heating system in this building is ().

A : That's awful. It's snowing outside.

Ⓐ broken

Ⓑ losing

Ⓒ tired

Ⓓ troubled

II 次の(1)~(5)の () 内の語群に1語を補って並べかえると、それぞれの日本語の文に相当する英文ができます。補うべき最も適切な1語を下の㉑~㉗の中から選び、その記号をマークしなさい。(文頭に来る語も小文字にしてあります。)(15点)

(1) あの人とはいっさい関わりをもたないのが一番です。
(best, do, have, is, it, not, person, that, to, to, with).

(2) 彼は着るものにうるさい。
(about, he, he, is, wears, what).

(3) あとはこのボタンに触れるだけです。
(all, button, do, is, now, to, to, touch, this, you).

(4) 彼と張り合うなんて浅はかだった。
(compete, have, him, I, known, should, than, to, with).

(5) この町ではすべてがかつてのまま残っている。
(everything, in, it, just, remains, this, town, was).

㉑ ago	㉒ anything	㉓ as	㉔ before	㉕ better
㉖ fashion	㉗ fool	㉘ have	㉙ last	㉚ loud
㉛ nothing	㉜ only	㉝ particular	㉞ shallow	㉟ something

III 次の(1)~(5)の英文には、それぞれ1つだけ適切でない箇所があります。その箇所を⑦~⑫の中から選び、その記号をマークしなさい。(15点)

- (1) If you want this partnership to be succeed, communication between the partners must be regarded as an important factor.
- (2) The apartment will be ready to move into it at the beginning of next week.
- (3) The aim of our research is to discover the consumption habits of different age group so that we can target our products more precisely.
- (4) It's true that if you exercise regularly you'll sleep better, but we always tell patients not exercise too much right before going to sleep.
- (5) In France, it is not considered polite to talk a conversation on the phone in a restaurant, even if it might be acceptable in the more informal setting of a café.

IV 次の日本語の文と同じ意味の英文を完成させるために、(1) (2)の設問に答えなさい。

(14点)

私の両親は町から村に引っ越して以来、バラその他、季節の花だけでなく、たくさん実のなる果樹も育てています。

Since they moved from a town to a (ア), my parents ⁽ⁱ⁾_____ not only roses and (ウ) seasonal flowers but also trees that bear much (エ).

- (1) 空所 (ア) (ウ) (エ) に入る最も適切な単語のスペリングを、下の解答例を参考にして、マーク解答用紙の解答欄にマークしなさい。文字は左詰めでマークし、文字が入らない場合、下の例2のように、その部分は⊗をマークしなさい。

例1 cats とマークする場合

(a)	(a)	(a)	(e)	⇒	(a)	●	(a)	(e)
(c)	(e)	(d)	(n)		●	(e)	(d)	(n)
(d)	(i)	(g)	(s)		(d)	(i)	(g)	●
(n)	(o)	(t)	(*)		(n)	(o)	●	(*)

例2 dog とマークする場合

(a)	(a)	(a)	(e)	(e)	⇒	(a)	(a)	(a)	(e)	(e)
(c)	(e)	(d)	(n)	(t)		(c)	(e)	(d)	(n)	(t)
(d)	(i)	(g)	(s)	(s)		●	(i)	●	(s)	(s)
(n)	(o)	(t)	(*)	(*)		(n)	●	(t)	●	●

以下、マーク解答用紙と同じ解答欄を示します。解答は、マーク解答用紙にマークしなさい。

(ア)

c	a	b	a	a	e	e
n	e	l	c	e	g	n
t	i	r	i	n	n	s
u	o	t	l	o	r	y
v	r	u	n	t	s	*

(ウ)

a	a	f	e	d	e	e
d	i	h	f	e	r	r
o	n	o	i	h	s	s
u	o	r	l	o	u	y
v	t	t	t	r	*	*

(エ)

b	a	e	d	e	c	e
f	e	n	i	i	e	s
h	o	o	l	t	s	t
p	r	r	r	u	u	y
u	u	u	v	y	*	*

(2) 下線部(イ) _____ に入る最も適切な語句を下の①～④から1つ選び、その番号をマークしなさい。

- ① are growing
- ② are grown
- ③ have been growing
- ④ have been grown

V 次の英文を読み、下線部(1)～(3)の意味として最も適切なものを、それぞれ①～④から1つ選び、その記号をマークしなさい。(12点)

In German, the word “sympathy” takes two forms — one form means sympathizing with another person’s sorrow; the second form means sympathizing with another person’s joy.

To sympathize is to be in harmony with someone else’s feelings. But in English, we always use the word to mean “feeling sorry for someone”, and the opposite sense of the word is wholly lost.

It is much easier to sympathize with sorrow than to sympathize with joy. When someone we know is very happy and successful, how much sympathy do we then feel? Are we able to harmonize our emotions with his, or do we rather feel bitterness and envy?

It takes no great moral or spiritual qualities to feel sorry for a person who has fallen from a tremendous height, or has suffered a terrible loss. We can easily put ourselves in his place and feel sorrow for ourselves.

A genuinely sympathetic person is a rare and wonderful creature. He mourns when we mourn, but he also rejoices when we rejoice. He is able to identify with us in happiness as well as misfortune.

(1) 下線部(1) we always use the word to mean “feeling sorry for someone”

- ㉠ われわれはいつもこの言葉を、「誰かに対し申し訳なく思う」という意味で用いている
- ㉡ われわれはいつもこの言葉を、「誰かのことを気の毒に思う」という意味で用いている
- ㉢ われわれはいつも、「誰かの代わりに謝りたいという気持ち」を意味するこの言葉を用いている
- ㉣ われわれはいつも、「誰かのせいで悲しくなったこと」を伝えるために、この言葉を用いている

(2) 下線部(2) We can easily put ourselves in his place and feel sorrow for ourselves

- ㉠ われわれは容易に彼の立場になって、われわれ自身が悲しみをおぼえることができる
- ㉡ われわれは容易に彼の地位に就いて、われわれ自身のために悲しみをおぼえることができる
- ㉢ われわれは容易に彼の所に行って、彼と悲しみを共有することができる
- ㉣ われわれは容易に彼の身代わりになって、われわれだけで悲しみを負うことができる

(3) 下線部(3) He is able to identify with us in happiness as well as misfortune

- ㉠ 幸福なときも、不幸なときも、彼はわれわれが誰であることを認識することができる
- ㉡ 幸福なときも、不幸なときも、彼はわれわれに対し変わらぬ姿勢で接することができる
- ㉢ 不幸なときと同様、幸福なときも、彼はわれわれと同じ思いになることができる
- ㉣ 不幸なときと同様、彼は喜んで、われわれと一体になることができる

VI 次の記事を読んで、(1)~(15)の設問に答えなさい。*の付いた語句は注を参照しなさい。(64点)

How an Amsterdam inventor gave bike-sharing to the world

Take an old bicycle. Paint it white. Leave it anywhere in the city. Tell people to use it. This was the first urban bike-sharing concept in history. Launched in Amsterdam in the 1960s, it was called the *Witte Fietsenplan* (the “white bicycle plan”). And it was not a great success.

In fact, the plan was just another wild idea by which Provo, a group of Dutch activists, wanted to challenge the establishment and change society. But eventually it would revolutionize public transport across the world. Nowadays, hundreds of cities have bike-sharing systems, and the phenomenon is still growing.

The original idea was conceived on a summer’s day in 1965 as Provo’s answer to the perceived threats of air pollution and over-consumption*. In the middle of Amsterdam, the activists painted a small number of used bikes white, and issued a pamphlet stating how the white bike symbolized simplicity as opposed to the noisiness and grotesqueness they associated with driving cars. The white bicycles were left unlocked around the city, to be used by anyone in (イ) of transport.

“I was inspired by what happened in 17th-century Amsterdam,” explains industrial engineer Luud Schimmelpennink. The inventor of the *Witte Fietsenplan* is now an old man with keen, blue eyes under thick eyebrows, and who still lives — and cycles — in the Dutch capital. “In that (ウ), Amsterdam doubled in size in a relatively short time, and it became blocked by all the carriages trying to get through. So the council set up ‘carriage squares’ around the city, where people could leave their carriages in order to continue by foot. This was exactly what Provo wanted: to make people leave their cars behind in order to continue by white bike.”

“We were young and we thought we could change the world,” remembers Sara Stolk-Duijs, who was involved in Provo as a teenager. “The white bike was a statement against the growing number of cars, which was a real problem in Amsterdam. The city simply couldn’t deal with all that traffic. It polluted the air and children couldn’t safely play in the streets any more.”

The *Witte Fietsenplan* may have attracted much attention, but it was short-lived. The free white bikes were quickly removed by the police, who were opposed to Provo’s political stance. But for Schimmelpennink, and for bike-share schemes, this was just the beginning.

“The first *Witte Fietsenplan* was just a symbolic thing,” he says. “We painted a few bikes white, that was all. Things got more serious when I became a member of the Amsterdam city council two years later.”

Schimmelpennink seized this opportunity to present a more elaborate *Witte Fietsenplan*, but the council completely rejected the plan. “They said that the bicycle belongs to the past. They saw a glorious future for the car.” Schimmelpennink laughs as he remembers — but he was not in the (オ) discouraged.

“I said, ‘You people don’t understand the power of this system. It’s a form of individual public transport. But if you want, I can do the same with cars.’” And so he went on to develop a system for sharing small electric cars, known as *Witkarren*.

Thanks to the influence of the socialist politician Ed van Thijn, who believed in the project, Schimmelpennink got the chance to realize his idea in 1974 — but with only one station and four electric cars. To be able to use a *witkar* (“white car”), one needed to become a member and pay a small contribution per mile. The whole thing functioned on a computer system that was primitive, but far (キ) of its time.

“It was a miracle our plan was adopted,” Schimmelpennink recalls. “In the beginning, the police would drive behind the *witkarren* to see if anything would go

wrong. At night we would park the cars in a church, because we were afraid they would be stolen. But in order to make it a success, we needed to have a network of at least 25 stations — and in the end, we were unable to finance the extension of the network. That’s why it didn’t work out. But there were *witkarren* on the streets for 10 years, and we proved that a system like that could function.”

Schimmelpennink never stopped believing in bike-sharing either, and in the 1990s, two Danish people asked for his help to set up a system in Copenhagen. The result was the world’s first large-scale bike-share program. It worked on a deposit*: “You dropped a coin in the bike and when you returned it, you got your money back. A lot of bikes got stolen because the users could remain anonymous*.”

After setting up the Danish system, Schimmelpennink decided to try his luck again with the Dutch government — and this time, he succeeded in attracting the interest of the Ministry of Transport. “Times had changed,” he recalls. “People had become more environmentally conscious, and the Danish experiment had proved that bike-sharing was a real possibility.”

A new *Witte Fietsenplan* was launched in 1999 in Amsterdam. Riding a white bike was no longer free of charge; it cost one guilder* per trip and payment was made with a chip card* developed by Postbank, a Dutch bank. Schimmelpennink designed special, well-built white bikes locked in holders which could be opened with the chip card — the plan started with 250 bikes, distributed over five stations.

Bikes used for the system, however, were often damaged, destroyed or stolen. “After every weekend there would always be a couple of bikes missing,” says Theo Molenaar, a system designer for the project. “I really have no idea what people did with them, because they could instantly be recognized as white bikes.” But the biggest blow came when Postbank decided to do away with the chip card, because it wasn’t profitable. “That chip card was absolutely necessary for the system,” Molenaar says. “To continue the project we would need to set up

another system, but the business partners lost interest.”

Schimmelpennink was disappointed, but — characteristically — not for long. In 2002 he got a call from the French advertising corporation JC Decaux, who wanted to set up his bike-sharing scheme in Vienna. “That went really well. After Vienna, they set up a system in Lyon. Then in 2007, Paris followed. That was a turning point in the history of bike-sharing.” The huge and unexpected success of the Parisian bike-sharing program (ケ) cities all over the world to set up their own schemes, all modeled on Schimmelpennink’s.

By the end of 2014, the number of shared bikes in the world amounted to almost one million. China led the charts with more than 750,000 shared bikes in 237 cities, followed by France with almost 43,000 bikes in 38 cities. Britain was seventh highest with almost 11,000 bikes.

Nowadays 38% of all trips are made by bike in Amsterdam and, along with Copenhagen, it has the reputation of being one of the two most cycle-friendly capitals in the world — but the city never got another *Witte Fietsenplan*. “I guess the reason why it never worked out is that everybody in Amsterdam already has a bike,” says Molenaar.

“Nonsense,” says Schimmelpennink. “People who travel on the subway don’t carry bikes around. But often they need additional transport to reach their final destination. If a bike-sharing system could take care of that, it would (コ) the costs of public transport enormously. I really think it’s strange and unreasonable that Amsterdam doesn’t have a proper bike-sharing system. In the 1960s we had little success because people were prepared to give their lives to keep cars in the city. But that mentality (サ). Today everybody prefers cities that are not dominated by cars.”

注 over-consumption	消費過剰
deposit	一時保証金
anonymous	匿名の
guilder	ギルダー (オランダの旧通貨単位)
chip card	IC カード

(1) 下線部(ア) Provo, a group of Dutch activists, wanted to challenge the establishment and change society の Provo とは何か。説明として最も適切なものを下の①～④から1つ選び、その番号をマークしなさい。

- ① 環境汚染や消費過剰に関するビラを配る手段として、市内での自転車使用を推進したグループ
- ② 社会問題に対する一般市民の意識を高める手段の一つとして、自転車の使用を推進した組織
- ③ 自転車の利便性を訴えるサイクリストたちが立ち上げたグループ
- ④ 石油の値段が高くなったため、自転車の使用を支持しはじめた住民たちの組織

(2) 空所 (イ) に入る最も適切な語を下の①～④から1つ選び、その番号をマークしなさい。

- ① disliking ② need ③ seeking ④ spite

(3) 空所 (ウ) に入る最も適切な語を下の①～④から1つ選び、その番号をマークしなさい。

- ① decade ② era ③ history ④ style

(4) 下線部(エ) Things got more serious の内容として最も適切なものを下の①～④から1つ選び、その番号をマークしなさい。

- ① 運転免許証交付や自動車登録による税収入が重視され、Schimmelpennink の提案は却下された。
- ② Schimmelpennink のグループによって白く塗られた自転車は目立ったため、世間から注目を浴びた。
- ③ Schimmelpennink の提案に疑問を抱いている役人もいたが、その提案はすみやかに実施された。
- ④ Schimmelpennink のプランは、それまで一部の人の取り組みに過ぎなかったが、市議会で正式に検討されるようになった。

(5) 空所 (オ) に入る最も適切な語を下の①～④から1つ選び、その番号をマークしなさい。

- ① best ② last ③ least ④ most

(6) 下線部(カ) a system for sharing small electric cars, known as *Witkarren* について本文中で述べられていることを下の①～④から1つ選び、その番号をマークしなさい。

- ① このシステムの自動車の電気ロックは故障が多く、うまく作動しなかった。
- ② このシステムの自動車はデザイン性が高いため、頻繁に盗難にあった。
- ③ このシステムのメンバーは登録さえすれば、自動車の使用は、走行距離に関係なく無料だった。
- ④ この自動車のシステムがうまく機能しているかどうかを確認するために、警察が関与した。

(7) 空所（キ）に入る最も適切な語を下の①～④から1つ選び、その番号をマークしなさい。

- ① above ② ahead ③ aside ④ away

(8) 下線部(ク) Schimmelpennink was disappointed にいたった背景は何か。最も適切なものを下の①～④から1つ選び、その番号をマークしなさい。

- ① 財政的な理由でICカードのシステムを維持できなかった。
② 自転車の盗難よりも、ICカードの情報が盗まれたことの方が深刻な問題だった。
③ ICカードは廃止されなかったが、自転車の使用が激減し、システムが立ち行かなくなった。
④ 一時保証金が高かったため、ICカードの使用が市民の間で不評だった。

(9) 空所（ケ）に入る最も適切な語を下の①～④から1つ選び、その番号をマークしなさい。

- ① advised ② compared ③ inspired ④ warned

(10) 空所（コ）に入る最も適切な語を下の①～④から1つ選び、その番号をマークしなさい。

- ① increase ② move ③ reduce ④ satisfy

(11) 空所 (サ) に入る最も適切な語句を下の①～④から1つ選び、その番号をマークしなさい。

- ① has remained the same
- ② has totally changed
- ③ is not a problem
- ④ is still correct

(12) 本文の内容に合う文を下の①～④から1つ選び、その番号をマークしなさい。

- ① As soon as he became involved in developing an electric car system, Schimmelpennink completely stopped working on his bike program.
- ② Schimmelpennink had so many enemies in the Dutch government that he had to find work in Copenhagen.
- ③ Schimmelpennink's ideas were flexible enough to be applied to vehicles other than bikes.
- ④ Schimmelpennink's ideas were rejected by the city council when he was young because they were entirely original.

(13) 本文の内容に合う文を下の①～④から1つ選び、その番号をマークしなさい。

- ① Amsterdam no longer has a bike-sharing system, but many people still ride their bikes in the city.
- ② Bike-sharing became popular in cities all over the world, but now it is only popular in Amsterdam and Copenhagen.
- ③ Bike-sharing does not work because most citizens prefer the private space of their cars.
- ④ Bike-sharing will eventually become common and most citizens living in Europe and Asia will stop driving to work.

(14) 本文の内容に合う文を下の①～④から1つ選び、その番号をマークしなさい。

- ① Politicians will never listen to people like Schimmelpennink because they are narrow-minded.
- ② Schimmelpennink lacked the experience and knowledge required to set up complicated systems for city traffic.
- ③ Schimmelpennink was eventually contacted by a foreign company that wanted to install systems based on his ideas.
- ④ The electric car system Schimmelpennink developed failed because users wanted to drive faster.

(15) 本文の内容に合う英文を完成させるために最も適切なものを下の①～④から1つ選び、その番号をマークしなさい。

The article emphasizes

- ① how a person's ideas can actually affect the world, even though the process takes time.
- ② how, no matter what city you live in, the bicycle is superior to other means of transport because it requires no electricity.
- ③ the influence banks have on corporations and governments with regard to city planning.
- ④ the influence cultural bias has on preferred means of transport in cities all over the world.