1.   A-1   A-5   5   1   30
                                                                                                              1
        3

Countries that manage Antarctica want strong new controls on ships visiting the frozen continent. There is a growing threat of human and environmental disasters caused by exploding numbers of tourists, an official said Wednesday. Antarctica's unspoiled environment, unpredictable and extreme weather, mostly uncharted waters and great distances from habitation pose major dangers for vessels. They also cause major problems for rescuers in any emergency.

In the past, most shipping in Antarctica has been limited to scientific vessels bringing researchers or supplies, but traffic has boomed in recent years as tourists flock to see the world's last great wilderness. Some 45,000 tourists visited Antarctica in 2008, part of a trend of rising numbers in recent years. Almost all of them go on ships carrying up to 1,000 passengers that also take many tons of heavy fuel oil, chemicals and garbage. These all have the potential to pollute the region.

There are rules relating to issues such as the removal of waste and tourists' conduct near animal breeding grounds but currently no formal codes to regulate vessels or the use and carriage of heavy fuel oils. Few of the ships have hulls strengthened to withstand ice or crews experienced in navigating around icebergs.

In a recent scare, the Canadian cruise ship Explorer hit an iceberg and sank in November 2007. All 154 people aboard were saved by a nearby Norwegian vessel, but light fuel oil continues to leak into surrounding waters from the Explorer's sunken hull. On four other occasions, passenger ships have run aground in Antarctica in the past three years.

Trevor Hughes, the head of Antarctic policy at New Zealand's Foreign Ministry, said that experts from all key members of the Antarctic Treaty, which since the 1950s has been the world's main tool for managing the continent, want a tough new mandatory code for shipping and tourism in Antarctica. New Zealand is one of the dozen founding members of the Antarctic Treaty, along with the United States, Russia, Britain and others, and is among those leading the push for shipping regulation. Once approved, the code would operate on a voluntary basis until it is ratified by treaty states and becomes legally binding.

        habitation   hull   mandatory

A-1   Why are some countries considering new shipping controls in Antarctica?

        1. There are too many scientific or research vessels in the area.

        2. There has been a large increase in tourism to the area in recent years.

        3. There are too many human and environmental disasters in the area.

A-2   What do we know about the ships that carry tourists to Antarctica?

        1. Most tourists travel on large ships that hold a thousand passengers or less.

        2. Tourists usually travel on small ships together with researchers or supplies.

        3. Almost all the ships that carry tourists to Antarctica these days are environmentally friendly.

A-3   What kinds of rules are in operation in Antarctica at the moment?

        1. There are, for example, strict rules about having experienced crew on ships.

        2. There are, for example, formal regulations about the type and amount of fuel that ships may carry.

        3. There are, for example, rules about how tourists must behave in areas where animals breed.

A-4   What do we know about the Canadian cruise ship Explorer?

        1. The ship sank killing all 154 people aboard in 2007.

        2. The ship has sunk on four occasions in the past three years.

        3. Explorer hit an iceberg but everyone was rescued by a Norwegian ship.

A-5   What does Trevor Hughes say about the key members of the Antarctic Treaty?

        1. He says that there is strong disagreement between the main members.

        2. He says that the key member states all agree on the need for new shipping rules.

        3. He says that the key member nations are all strongly against introducing new rules.

A-6 Ship-to-shore distress alerts or calls are used to alert rescue coordination centers via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions via satellites and terrestrial services.

For what purpose are ship-to-shore distress alerts or calls used?

1. To alert rescue coordination centers via coast stations or coast earth stations that a ship is in distress.
2. To transmit these alerts via satellites and terrestrial services.
3. Ship-to-shore distress alerts or calls are basically terrestrial services.

A-7 Prior to sailing, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should ensure that all distress and safety radio equipment and the reserve source of energy are in an efficient working condition.

Prior to sailing, what actions are required of the radio operator?

1. To inspect all distress and safety radio equipment and energy systems necessary to propel the ship.
2. To check that the working conditions on board the ship are of a good standard.
3. To check and confirm that all distress and safety radio equipment and the power supply system are in good condition.

A-8 On sailing and opening the station, the radio operator on watch should listen on the appropriate distress frequencies for any possible existing distress situation.

What duty should the radio operator perform when opening the station?

1. Listen for appropriate frequencies to communicate with coast stations.
2. Listen and watch for any change of the appropriate distress frequencies.
3. Listen for any distress situations that had already begun before the station was opened.

A-9 Every ship shall be provided with a receiver capable of receiving international NAVTEX service broadcasts if the ship is engaged on voyages in any area in which an international NAVTEX service is provided.

What kind of ship is required to be equipped with a NAVTEX receiver?

1. Any ship that is capable of broadcasting the NAVTEX service and is engaged in international navigation.
2. Any ship that navigates in sea areas where the NAVTEX service is available.
3. Any ship that is capable of transmitting NAVTEX broadcasts during an international voyage.

3.　　　　**B-1**

　　　　　　1　　10

B-1　　　　　　　　　　5

　　　　　　　　　　　　5%　　　　　　　　　　　　　　　　　28

　　A low pressure system brought five (　　　) days of rain and cooler weather than normal (　　　) this time of year. The weather forecast for tomorrow (　　　) there is a less than five percent (　　　) of rain and (　　　) should be fine all day with an expected high of 28 degrees Celsius.

1. chance	2. confidence	3. discovers
4. for	5. it	6. on
7. straight	8. stretch	9. suggests
10. that		

4.　　　　**B-2**

　　　　　　1　　10

B-2

　　The Philippines (　　　) of a (　　　) number of islands and boats are the main (　　　) of transport between them. The large ship called the SuperFerry is one of the representative examples. The fares are very (　　　) and it provides a cheap way (　　　) travel around the country.

1. consists	2. constructs	3. extra
4. large	5. many	6. meaning
7. means	8. reasonable	9. to
10. with		

5.　　　　**B-3**

　　　　　　1　　10

B-3

　　Communications shall (　　　) with a call and a reply when it is desired to establish contact, (　　　) that, when it is (　　　) that the station called will receive the call, the calling station may transmit the (　　　), without waiting (　　　) a reply from the station called.

1. acknowledgement	2. certain	3. clean
4. command	5. commence	6. except
7. for	8. message	9. with
10. without		