

Olympiáda v anglickom jazyku, 23. ročník, 2012/2013 celoštátne kolo
kategória 2A – úlohy a riešenia

A N S W E R K E Y

GRAMMAR – 15pts

A: 1. a; 2. a; 3. the; 4. -; 5. -; 6. a; 7. The; 8. -; 9. -; 10. the.

5pts (0.5 pt per correct item)

B: 1. about; 2. to; 3. to; 4. into; 5. up to. 5pts

**C: 1. John has been studying for his exams since September.
2. The survivors of the plane crash will be rescued by the emergency services.
3. They should have turned the handle clockwise.
4. He wasn't smart enough to get into the restaurant.
5. We must not exploit the third world.**

5pts

VOCABULARY – 10pts

A . 1. b) empty; 2. d) jerking; 3. c) a narrow place where traffic is likely to be congested; 4. c) velocity 5. b) chanting

B: 1. disruptive; 2. hot dog; 3. lick; 4. reduce; 5. spotlight;

READING COMPREHENSION – 10 pts

A: 1. a; 2. d; 3. b; 4. c; 5. b

**B. 1. father; 2. Outer Hebrides; 3. Laerg Parliament; 4. grandfather;
5. tracking station.**

LISTENING COMPREHENSION – 5pts

1. F; 2. F; 3. T; 4. T; 5. F

L I S T E N I N G T A P E S C R I P T

MPH

How great a limitation can be put on the use of cars in the cities without hindering mobility and causing economic disruption? What alternative kinds of transport are likely to be attractive to motorists and used by them for at least some of their trips? And what can be done quickly, inexpensively and within the limits of existing streets to reduce congestion? Questions such as these are increasingly being asked in all countries as governments struggle with the problem of congestion.

Three hundred cities in 19 countries, all of them with 100,000 or more residents reported that they were tending to move on from measures such as parking restrictions and pedestrian streets that control the use of cars to devices such as bus-lanes and special traffic signals that help to improve the service offered by public transport.

A growing interest in trams and, in the United States and in Canada, a move towards shared taxi services that provide door-to-door public transport were also apparent.

Besancon, a handsome medieval town of about 135,000 people with a high level of car ownership, shows what can be done in a short time to improve public transport. In October 1974, less than a year after approval of the changes, the city's network of bus routes was rearranged and new services were introduced in the central area. Services that had for years run between suburbs and the middle of the city were prolonged to provide inter-suburban connections. Evening and Sunday morning services were switched from buses to shared taxis running at half-hourly intervals. And minibuses were put into service on two routes linking the railway station and outlying car-parks into the city's main commercial quarters.

The effect of these policies is all the more remarkable when one considers the sharp decline in bus travel that had been going on in most middle-sized towns for 15 years. In November 1974, passengers on the busses in Besancon increased by 35%.

Traffic has been banned from the central area to an improved ring road, pedestrian streets have been created and a decision taken to introduce minibuses on the city centre services.

All the methods of granting a larger share of scarce road space to pedestrians, cyclists and bus passengers involve regulations or physical barriers, but it may be possible to use economic instruments instead.

Motorists wishing to drive into the centre of a city between 7.30 and 9.30 may, for instance, be obliged to buy special licences, as is intended in Singapore. It will cost the Singaporeans 3 dollars a day, to which should be added another 60 to 80 dollars a month for parking. The alternative of parking a car at an outlying car park and taking an express bus will, by comparison cost 30 dollars a month.

One other aspect of the Singapore scheme merits note, since it illustrates the way in which the new traffic management is not so much anti-car as in favour of the more efficient use of scarce resources. This is the treatment to be given to cars carrying four or more commuters.

They will be allowed to enter the centre of the city without a licence on the ground that a full car is an economical and practical form of urban transport.

R O L E P L A Y

STUDENT: You arrive alone at the dicso/party and you don't know anyone. You go to the bar/ where a boy/girl is standing. Comment on the music and start a conversation with the person. Try to find out as much as you can, about him/her.

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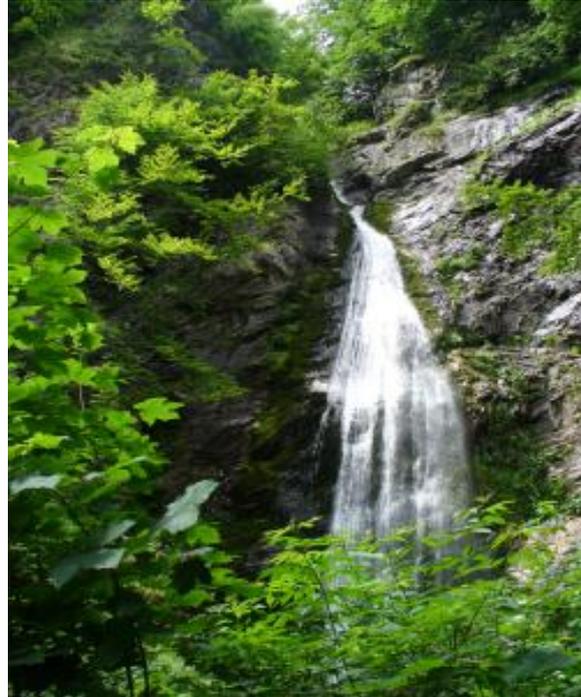
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ROLE PLAY

TEACHER: You are at a disco/party standing at the bar, waiting for your friend. A stranger comes over to you and shows interest in you and wants to know more about you. You are not willing to provide any personal data and politely but quite resolutely refuse all inquisitive questions and nervously look around to spot your friend at last.

P I C T U R E S T O R Y

All three following pictures must be logically involved in the story you make.
Easy or hard for you?



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