

令和 8 年度
千葉大学大学院
総合国際学位プログラム
(修士課程・第 1 回)
入試問題

【英語】

令和 7 年 9 月

※試験が開始されるまで、本問題を開かないでください。

※左上のステイプルを外して解答しても構いません。

※本問題は持ち帰ることはできません。試験終了後に回収します。

次の英文は、Transformative Urban Mobility Initiative(TUMI) によって発表された『Inclusive Mobility Beyond Ramps』と題された記事です。TUMI は、ドイツ政府などが支援する、持続可能でインクルーシブ（包摂的）な都市交通の実現を目指す国際的なイニシアチブです。この記事を読んだ上で、以下の設問に答えなさい。なお、解答は解答用紙に設問番号を明記してから記述すること。

1. The article highlights the new Bus Rapid Transit (BRT) system in Dar es Salaam, Tanzania, as an example of inclusive planning. Which of the following is a specific measure it has taken to assist people with low vision?

- A) Ensuring level boarding from the platform directly onto the bus.
- B) Making architectural adjustments to ticket counters.
- C) Installing audible signals at all major street crossings along the route.
- D) Introducing quiet zones and spacious transit waiting areas at stations.

2. Which country mentioned in the article has a nationwide governmental framework that encourages individual municipalities to create their own strategies for inclusive transport?

- A) Indonesia
- B) Brazil
- C) Tanzania
- D) Bangladesh

3. Which of the following statements about the initiatives mentioned in the article '*Inclusive Mobility Beyond Ramps*' is INCORRECT?

- A) In Delhi, India, an organization intervened in the planning of the BRT system to ensure level boarding and implement tactile paving.
- B) At Berlin Brandenburg Airport in Germany, the "Sunflower lanyard" was introduced to allow individuals to discreetly signal that they have a hidden disability.
- C) In London, flashing red lights on metro doors are used as a visual aid to signal that the doors are closing, which supports people with hearing impairments.

- D) In Banjarmasin, Indonesia, a citizen-driven initiative has led to changes such as retrofitting three-wheeled motorbikes for use by persons with disabilities.

4. Based on the section "Intersectional Challenges in Transport Planning," which statement best defines the concept of intersectionality?

- A) It's the process of addressing each vulnerability, such as disability and then gender, as separate and unrelated issues.
- B) It is a planning approach that focuses only on the intersection of various disabilities, such as physical and cognitive impairments, without considering other social factors.
- C) It's the understanding that different aspects of a person's identity, such as disability, gender, age, and race, can overlap to create unique and compounded challenges.
- D) It means designing transport systems that serve the largest intersection of the population, often prioritizing able-bodied commuters.

5. The author argues that simply installing ramps is not a sufficient solution for accessibility in public transport. Explain (in Japanese) two distinct reasons for this, citing different types of disabilities mentioned in the article.

【日本語訳】

筆者は、公共交通機関のアクセシビリティにおいて、単にスロープを設置するだけでは十分な解決策ではないと主張しています。その2つの異なる理由を、記事で言及されている様々な種類の障害を挙げながら、日本語で説明しなさい。

6. Explain in Japanese. The article states, "The limitation to participation and access for persons with disability is not from their own disability, but from the systems in place that are limiting them." 1. First, explain what this statement means. 2. Next, consider a hypothetical scenario in which a city official claims, "We can solve all accessibility issues by developing a single smartphone app that provides all necessary travel information."

Critically evaluate this official's technology-centric proposal from the perspective of the article's core statement. Explain why such an app, while potentially helpful, would be an insufficient solution on its own, drawing on the various non-digital interventions mentioned in the text.

【日本語訳】

以下の問いに日本語で答えなさい。記事には、「障害を持つ人々の参加やアクセスを制限しているのは、彼ら自身の障害ではなく、彼らを制限している既存のシステムである」と述べられています。

①まず、この記述が何を意味するのか説明しなさい。

②次に、「必要なすべての交通情報を提供する単一のスマートフォンアプリを開発すれば、アクセシビリティに関するすべての問題を解決できる」と主張する職員がいると仮定します。この記事の核心的な主張の観点から、この職員の技術中心的な提案を批判的に評価しなさい。そして、なぜそのようなアプリが、役立つ可能性はあるものの、それだけでは不十分な解決策なのか、本文で言及されている様々な非デジタル的な介入を参考にしながら説明しなさい。

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出典 TUMI Inclusive Mobility Beyond Ramps
(https://transformative-mobility.org/inclusive_mobility_beyond_ramps/)