

ΑΝΩΤΑΤΟ ΣΥΜΒΟΥΛΙΟ ΕΠΙΛΟΓΗΣ ΠΡΟΣΩΠΙΚΟΥ

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ΚΕΝΤΡΙΚΗ ΕΠΙΤΡΟΠΗ ΔΙΑΓΩΝΙΣΜΟΥ

Κλάδος: **ΠΕ 06 ΑΓΓΛΙΚΗΣ ΓΛΩΣΣΑΣ**

ΕΞΕΤΑΣΗ ΣΤΗΝ **ΠΡΩΤΗ** ΘΕΜΑΤΙΚΗ ΕΝΟΤΗΤΑ
(**Γνωστικό αντικείμενο**)
Σάββατο 31-1-2009

Να απαντήσετε στα επόμενα τρία (3) **ΕΡΩΤΗΜΑΤΑ**.

ΕΡΩΤΗΜΑ 1^ο:

- Το ερώτημα αποτελείται από είκοσι τέσσερις ισοδύναμες ερωτήσεις (1 – 24). Αφού διαβάσετε το παρακάτω κείμενο, να απαντήσετε με τη μέθοδο των πολλαπλών επιλογών στις ερωτήσεις του **ΕΡΩΤΗΜΑΤΟΛΟΓΙΟΥ** που ακολουθεί. Για τις απαντήσεις σας να χρησιμοποιήσετε το ειδικό **ΑΠΑΝΤΗΤΙΚΟ ΦΥΛΛΟ**.
- Κάθε ερώτηση συμμετέχει κατά **1,25 %** στη διαμόρφωση της βαθμολογίας της πρώτης θεματικής ενότητας.

ΚΕΙΜΕΝΟ

We all know about global warming, but our exclusive survey shows who's really doing their bit to fight it.

1. Another high-energy day is beginning for Jill O'Reagan. It's a good thing the family car has a full tank because the 47-year-old mum is on her daily rounds, dropping her two children off at their schools, squeezing in the shopping for the day, dashing to work as a school cook, collecting the kids home and then to evening lessons and clubs while fitting in washing, tumble-drying, cooking for hubby and kids, showering and vacuuming.
2. It needs energy, mostly directly or indirectly from fossil-fuels, that produces carbon dioxide and other greenhouse gases. Add in their holiday flights and the O'Reagans are well on their way to notching up the national average of 12.5 tons of CO2 emissions per person per year. "That's equivalent to a metre-square stack of gas over four miles high", says Chris Goodall, author of *How to Live a Low-Carbon Life* (Earthscan). It's a figure scientists say must be slashed to well below three tons if we are to avoid the worst effects of climate change. Life, though, is hectic. "My average-sized family have got better at recycling, and unplugging the TV," but Jill admits, "We could do more."
3. The good news, according to an exclusive Reader's Digest poll that looks at how green we really are, is that many of us are managing small, daily changes at home. We asked 2,006 adults about energy-saving measures they have adopted in the past year and what their habits had been before that. Three-quarters of us now switch off appliances we used to leave on standby. Sixty-five percent say that all the light bulbs they use are low-energy, while 60% have got on top of home insulation and 53% run the washing machine full at 30 degrees.

4. However some simple changes remain elusive. A full 81% haven't yet switched to green electricity, while half are still unwilling to abandon their energy-guzzling tumble-dryers and dishwashers.
5. Less surprising is that most of us fall short when it comes to making significant life-style changes. Brits are frequent flyers, with air travel causing 5½% of our carbon emissions compared with 3% worldwide. Only a measly 3% gave up flying last year. Only 2% stopped using the car – through not for want of trying. “I'm resigned to driving,” says RD reader Maggie Corbett, 60, a TV extra from Ripon, who otherwise recycles, buys local food and has insulated her home. “I can't get to work for 7 when there is no train anymore and the 1st bus is at 7.30. To visit my son in Bath I go cheaper and quicker by plane, Leeds-Bradford to Bristol & then a short train jump instead of 11 hrs on a bus via London for 2”.
6. The message about changing our food-buying is getting through. More than a quarter have decided to buy with less packaging in the last 12 months with 33% doing so before that. 19% sought out organic while 15% bought from local shops or markets rather than supermarkets from where purchasers buy excessively and throw away half. “People feel they can do something with food,” says sociologist Steven Yearley, author of *Cultures of Environmentalism*. “They can't stop deforestation, but can go organic or local without much effort.”
7. Women are consistently greener than men whose prestige comes through ownership of gas-guzzlers and conspicuous consumerism. People with money to burn are more likely to do so on flights and cars. 71% in the affluent bracket said they had not given up flying compared with 55% of the less well-off, and they also use their cars more.
8. Over 55s are greener than the young. They take conventional showers rather than wasteful baths or use rapid heaters, and insulate their homes but keep the thermostat at 18°C. “Thrift learned in the post-war period may play a part,” adds Yearley.
9. Overall, though, we are only a paler shade of green. Without more concerted future action, the future is bleak.

(654 words)

By Chloe Bryan-Brown
Reader's Digest May 2008.

ΕΡΩΤΗΜΑΤΟΛΟΓΙΟ

1. **Read the text quickly and decide which of the titles below captures the essence of the article.**
 - α) Old habits die hard
 - β) Coming Clean about Green
 - γ) The Green we should be
 - δ) The poorer, the greener

2. **Who is this article addressed to?**
 - α) Environmental scientists
 - β) Academics
 - γ) Environmentally conscious individuals
 - δ) The general public

3. **What is the most valuable recommendation to come out of the survey reported in this article?**
- α) The better off need to move towards a more environmentally friendly lifestyle.
 - β) The general population should adopt older women's thinking on the issue.
 - γ) The realization that there is still much to be done to achieve a truly green lifestyle.
 - δ) The people who had learnt to exercise thriftiness set good examples.
-
4. **According to the survey, in which area do the British find it most difficult to make changes?**
- Habits associated with**
- α) energy consumption.
 - β) transportation methods.
 - γ) food buying routines.
 - δ) use of natural resources.
-
5. **According to the article, how much carbon dioxide does the average British family produce/emit per year?**
- α) 9,5 tons
 - β) 50 tons
 - γ) 12,5 tons
 - δ) 3 tons
-
6. **According to the article, how much carbon dioxide should the average person produce per year?**
- α) 9,5 tons
 - β) 50 tons
 - γ) 12,5 tons
 - δ) 2,5 tons
-
7. **According to the survey, what seems to be the habit that the British have most readily adopted?**
- α) They use public transport.
 - β) They buy organic produce locally.
 - γ) They reduce electricity consumption.
 - δ) They use recycling facilities.
-
8. **According to the survey, the British**
- α) produce 3 tons of CO₂ emissions per person annually.
 - β) have made significant lifestyle changes to become more environmentally friendly.
 - γ) have changed their approach to shopping for food.
 - δ) approach double the world average of CO₂ air travel emissions.
-
9. **The British prefer to shop locally for food because**
- α) food in local shops comes with less packaging.
 - β) local shops sell organic products.
 - γ) local shops don't throw away food.
 - δ) from local shops they buy what they need.
-
10. **From the survey it becomes evident that the least environmentally conscious social group is**
- α) working mothers with little spare time.
 - β) affluent men who live in London.
 - γ) middle aged women with careers.
 - δ) people under the age of 55.
-
11. **What does the author imply by the expression "we are only a paler shade of green" (par. 9)?**
- α) The British have become more environmentally friendly than before.
 - β) The British are very close to becoming truly environmentally friendly.
 - γ) The British are slowly becoming environmentally friendly but there is still much to be done.
 - δ) The British are far from being environmentally friendly.
-

12. According to the article, why do the British seem reluctant to using public transport? Because public transport
- α) is more expensive.
 - β) does not fit with the demands of modern life.
 - γ) is not always available.
 - δ) is not convenient/comfortable.
-
13. According to the survey, the British seem to have a poor record compared to other nationalities in reducing their
- α) journeys by car.
 - β) consumption of electricity.
 - γ) amount of air travel.
 - δ) waste disposal routines.
-
14. The sentence “ Londoners are wedded to cars and planes” could best be placed:
- α) in paragraph 5, after the sentence that ends “though not for want of trying”.
 - β) at the end of paragraph 5.
 - γ) in paragraph 7, after the sentence “people with money to burn are more likely to do so on flights and cars”.
 - δ) at the end of paragraph 7.
-
15. It’s a *high-energy day* (par. 1) because it is a day when
- α) everyone is very busy rushing to work.
 - β) everybody remembers energy concerns.
 - γ) Jill has to go to lots of places by car.
 - δ) Jill and others will expend much energy.
-
16. In paragraph 2, “*notching up*” could be replaced by
- α) raising.
 - β) conquering.
 - γ) gaining.
 - δ) achieving.
-
17. In paragraph 3, to “*have got on top of home insulation*” means the home dweller has
- α) insulated the basement, walls and floors.
 - β) learnt the way in which home insulation works.
 - γ) got around to having insulation installed in the home.
 - δ) installed the best quality insulation throughout.
-
18. In paragraph 3, what does “*full at 30 degrees*” when doing a wash mean? To run the machine
- α) for a long time at 30 degrees.
 - β) at 30 degrees maximum.
 - γ) at its fullest which is 30 degrees.
 - δ) with a full load at 30 degrees.
-
19. In paragraph 4, the word “*elusive*” could be replaced by
- α) deceptive.
 - β) puzzling.
 - γ) remote.
 - δ) baffling.
-
20. In paragraph 5, the expression “*fall short*” is near the meaning of being
- α) inadequate.
 - β) inconsistent.
 - γ) unapproachable.
 - δ) unacceptable.
-

21. In paragraph 5, the phrase “*only a measly 3%*” reveals Chloe Bryan-Brown’s sense of
- α) contempt.
 - β) surprise.
 - γ) acceptance.
 - δ) approval.
-
22. The statement in paragraph 5, “*I’m resigned to driving*” means:
- α) I stopped work in order to drive more.
 - β) I find it impossible for me not to drive.
 - γ) I can’t stop driving now I am a pensioner.
 - δ) I’ve given up driving as it is difficult for me.
-
23. In paragraph 6, “*People feel they can do something with food*” tells readers that according to Mr. Yearley the members of the public feel they can
- α) cook inventively.
 - β) organize dinner parties.
 - γ) eat healthy meals.
 - δ) implement some green habits.
-
24. In paragraph 7, the expression “*conspicuous consumerism*” denotes someone who
- α) spends a lot of money on unnecessary things.
 - β) exercises care and thrift about what he/she buys.
 - γ) acquires expensive things in order to show off.
 - δ) buys less than he/she really needs.
-

ΕΡΩΤΗΜΑ 2°:

- Να αναπτύξετε την απάντησή σας στο ειδικό **ΤΕΤΡΑΔΙΟ**.
- Το ερώτημα συμμετέχει κατά **40 %** στη διαμόρφωση της βαθμολογίας της πρώτης θεματικής ενότητας.

Imagine that your students have expressed their desire to enter an international essay contest for young people. You decide to prepare them for this task by giving them a sample essay on the topic “How is climate change affecting our everyday lives”. Write the sample essay (300 words maximum) you would give to your class as a model.

ΕΡΩΤΗΜΑ 3°:

- Το ερώτημα αποτελείται από είκοσι τέσσερις ισοδύναμες ερωτήσεις (**25 – 48**). Αφού διαβάσετε το παρακάτω κείμενο, να απαντήσετε με τη μέθοδο των πολλαπλών επιλογών στις ερωτήσεις του **ΕΡΩΤΗΜΑΤΟΛΟΓΙΟΥ** που ακολουθεί. Για τις απαντήσεις σας να χρησιμοποιήσετε το ειδικό **ΑΠΑΝΤΗΤΙΚΟ ΦΥΛΛΟ**.
- Κάθε ερώτηση συμμετέχει κατά **1,25 %** στη διαμόρφωση της βαθμολογίας της πρώτης θεματικής ενότητας.

KEIMENO

Do Seat Belt Laws Work? by John Semmens

1. Many states that have passed mandatory seat belt-use laws have required that evidence of the law's effectiveness be produced for the law to escape automatic expiration. A recently published report from the Governor's Office of Highway Safety purports to be the needed evidence for the extension of Arizona's seat belt law. Unfortunately, these kinds of reports have neither asked nor answered the right questions.
2. Proving that people suffer more severe and expensive injuries when they're not wearing seat belts belabours the obvious. No credible opponent of seat belt laws has disputed that seat belts can save wearers from death and injury. To present statistics that never were in doubt as the long-awaited evidence fails to deal with the unresolved issue of whether requiring seat belt use is good public policy.
3. Critics of seat belt laws have contended that they alter driver behavior in ways that increase the hazards for other users of the streets and highways. In particular, some drivers wearing seat belts may feel more assured of surviving an accident, and hence tend to drive more aggressively, thus raising the risk of collisions with other vehicles and pedestrians.
4. In the early 1970s, a few challenges to the presumed safety benefits of increased auto safety regulations appeared in lightly read academic journals and suggested that mandated safety devices (seat belts, better bumpers, collapsible steering wheels) might lead to faster driving that could offset the safety gains and that safer autos would lead to more aggressive driving that would endanger other users of the roads.
5. This earlier research has been mostly ignored or dismissed in favor of adherence to more simplistic research that, unsurprisingly, proves that crashtest dummies suffer more damage without safety devices. Crash-test dummies, of course, cannot have their driving behavior altered by a perception of greater crash survivability. Consequently, the research with dummies doesn't refute the hypothesis that driver behavior might be changed and thus negate or reduce some of the anticipated safety gains.
6. The plausibility of the aggressive driver hypothesis cries out for more research. For example, Hawaii, the state with the most rigorously enforced seat belt law and the highest compliance rate in the nation, has experienced an increase in traffic fatalities and fatality rates since its law went into effect in December 1985.
7. This is not to say that the seat belts are killing vehicle occupants. Clearly enough crash-test dummies have smashed into enough auto windshields and dashboards to convince all but the most obstinate that wearing a seat belt is probably a good idea. What, then, is going on in Hawaii? Well, we don't know. But the data do not support a smug assurance that forcing people to wear seat belts is without potential undesirable outcomes.
8. Professor Christopher Garbacz of the University of Missouri-Rolla undertook a recent statistical study of states with and without seat belt laws. This study seems to support the altered driver behavior hypothesis. Dr. Garbacz found that states with seat belt laws saw decreases in traffic fatalities for those covered by the laws

(typically drivers and front-seat passengers), but increases in fatalities for rear-seat passengers, cyclists, and pedestrians.

9. This suggests a significantly less optimistic interpretation of the impact of seat belt laws than the prevailing orthodoxy would allow. Forcing unwilling motorists to wear seat belts may save their lives and reduce their injuries. Disconcertingly, though, seat belt laws appear to be increasing the hazards for other users of the roads.
10. Deciding whether this apparent shift in risk is an acceptable cost of a seat belt law is a far different proposition from pretending that there is no significant cost. Policy-makers may be satisfied that the benefits of a seat belt law outweigh the costs. However, a humane public policy demands that those who may ultimately pay the costs be warned of the potential increased risks they face on the streets and highways. To do less is to endanger some of the least protected users of our roads.

(658 words)

**Mr. Semmens is an economist for the
Laissez Faire Institute in Chandler, Arizona.
From: www.thefreemanonline.org 1992**

ΕΡΩΤΗΜΑΤΟΛΟΓΙΟ

25. **The best answer the text supplies to the question posed in the title is:**
- α) Seat belt laws work for all people that are affected by them.
 - β) Only drivers who apply seat belt laws reduce the risks associated with driving.
 - γ) Wider education about dangers that arise from seat belt laws is required.
 - δ) Seat belt laws save lives, injuries and the related expense and pain.
-
26. **Arizona's seat belt law is likely to be**
- α) the subject of discussion about whether it should be renewed.
 - β) examined to see whether it should include further types of driver obligations.
 - γ) enforced for a longer length of time in the new period than it was in the last period.
 - δ) applied to drivers of other vehicles besides those that are privately owned.
-
27. **The main force of the arguments critics of seat belt laws put forward is that drivers who wear them**
- α) increase their likelihood of surviving accidents.
 - β) stayed as the aggressive drivers they were.
 - γ) change their driving behaviour.
 - δ) collide with other cars and people.
-
28. **John Semmens wants this article to**
- α) guide readers to make their own decisions about wearing seat belts.
 - β) instigate the requirements of a good public policy on the issue.
 - γ) warn decision makers of the costs of incomplete policies.
 - δ) encourage the conduct of further research on the laws' effects.
-
29. **The writer's chosen organization of this article presents the text's purpose by**
- α) gradually building up the strength of the case against seat belt laws.
 - β) making the reader believe that initial strongly expressed support slowly weakens.
 - γ) arguing against and then supporting a position that had been initially mooted.
 - δ) making readers relate the information in the text to their own feelings about the issue.
-

30. **Before the authorities can make more informed decisions about introducing mandatory seat belt laws further research has to be conducted that**
- α) overcomes the objections made by aggressive drivers.
 - β) examines the implications of the aggressive driver hypothesis.
 - γ) shows why the Hawaii phenomenon is happening.
 - δ) proves that wearing seat belts is killing vehicle occupants.
-
31. **The first sentence of this text refers to**
- α) all the states that have mandatory seat belt-use laws in force.
 - β) some of the states that have mandatory seat belt-use laws in force.
 - γ) all states that are considering having a mandatory seat belt-use law.
 - δ) only those states where mandatory seat belt-use laws have stopped working.
-
32. **The text indicates that the *right* questions the reports should handle, mentioned in paragraph 1, are those that**
- α) reveal whether drivers follow the laws and their ability to follow them.
 - β) concern the life saving outcomes of implementing the laws.
 - γ) relate to the whole body of research that has been conducted over the years.
 - δ) deal with the effects of the laws on further issues of road safety.
-
33. **In paragraph 2, the word “*expensive*” refers to**
- α) the cost of repairing the damage done to vehicles and installations because of accidents.
 - β) what has to be spent to treat car travellers as a result of accidents.
 - γ) the seriousness of the injuries suffered by car travellers in accidents.
 - δ) what the medical profession gains as a result of accidents.
-
34. **In paragraph 2, John Semmens uses the phrase “*belabours the obvious*” to**
- α) show how unnecessary the usually posed questions have become.
 - β) indicate the value gained by repeatedly asking the same questions.
 - γ) reinforce the idea that wearing seat belts reduces serious and expensive injuries.
 - δ) inform researchers that people are bored with hearing the results of research findings.
-
35. **In paragraph 4, the phrase “*lightly read academic journals*” indicates that the research they report on is**
- α) easy to follow and requires little mental effort.
 - β) not well conducted or appropriately written.
 - γ) not to be taken too seriously by readers.
 - δ) subject to weakly formed interpretations.
-
36. **Apparently, the evidence in lightly read academic journals suggests that**
- α) car makers should not be concerned about safety devices.
 - β) there are no safety gains created by including safety devices.
 - γ) the passing of the specific laws makes driver behaviour worse.
 - δ) more drivers survive but other people are injured.
-
37. **In paragraph 5, the research that is more acceptable is termed *simplistic* because what it proves is**
- α) that which the design of the research expects.
 - β) easy to understand and for lower level readers.
 - γ) less valuable to our body of knowledge than that of other research.
 - δ) is presented in an easy-to-follow way using simple logic.
-
38. **Crash-test dummies cannot have their perceptions altered because**
- α) no programme is embedded in them to bring this about.
 - β) the researchers do not have the ability or machinery to do this.
 - γ) they are not like humans who can respond to their environment.
 - δ) to allow this to happen would weaken the research findings.
-

39. **The research with crash-test dummies**
- α) supports the idea that the introduction of seat belt laws would be a good thing.
 - β) improves on the research done on the effects of mandated safety devices.
 - γ) reveals that there are some undesirable outcomes to wearing seat belts.
 - δ) strengthens other research that throws doubt on mandatory seat-belt laws.
-
40. **Hawaii has**
- α) an increase in fatality rates because of its rigorously enforced laws.
 - β) the high compliance rate because the laws are rigorously enforced.
 - γ) an inexplicable increase in traffic fatalities and higher fatality rates.
 - δ) a compliance rate that creates an increase in road safety.
-
41. **Who or what alters driver behaviour?**
- α) The road hazards.
 - β) The laws.
 - γ) The critics.
 - δ) The other road users.
-
42. **In research done on car safety features and seat belts**
- α) dummies drove the cars into lots of windscreens and dashboards.
 - β) dummies were made to smash into the windscreens and dashboards.
 - γ) drivers drove dangerously with dummies as passengers in their cars.
 - δ) drivers drove as if they were brainless, unthinking dummies.
-
43. **In paragraph 7, the “*smug assurance*” the Hawaii data don’t support is held by people who are**
- α) convinced that it is enough to introduce seat belt laws.
 - β) of the opinion that following seat belt laws is problematic.
 - γ) prepared to ignore any laws that are passed on the issue.
 - δ) pleased that the public is forced to wear seat belts.
-
44. **The Missouri-Rolla research seems to show that in states where there are seat-belt laws**
- α) drivers adopted a safer driving mode.
 - β) passengers don’t have to wear seat-belts.
 - γ) cyclists and pedestrians became more aggressive.
 - δ) drivers drove worse and yet suffered less.
-
45. **Which of the following best reflects the “*altered driver behaviour hypothesis*”?**
Drivers who wear seat belts alter their behaviour and drive
- α) better and more safely.
 - β) aggressively and uncaringly.
 - γ) assuredly and carelessly.
 - δ) inattentively and selfishly.
-
46. **The new information supplied by the Hawaii findings and Missouri-Rolla research means that decision makers**
- α) have to accept that the imposition of seat belt use may not be good public policy.
 - β) may go ahead and promote the good points of their use without reservations.
 - γ) could decide that introducing and maintaining seat-belt laws is too expensive.
 - δ) need to take into account further research on whether people will accept such laws.
-
47. **In paragraph 10, those who “*pay the costs*” are the**
- α) car drivers.
 - β) car occupants.
 - γ) other road users.
 - δ) other drivers.
-
48. **Which of the following would be demanded by the humane public policy referred to in paragraph 10?**
- α) Keep an eye open for the activity of other drivers and cars.
 - β) Wear your seat belts and feel how the car moves and reacts.
 - γ) Watch out for the unpredictable actions of pedestrians and cyclists.
 - δ) Make sure drivers can notice you when you are on or near roads.
-