

2025年度 第3回 実用英語技能検定  
1月25日(日)実施

準1級

1	(1)	1	(11)	1
	(2)	4	(12)	3
	(3)	3	(13)	3
	(4)	1	(14)	3
	(5)	4	(15)	2
	(6)	4	(16)	3
	(7)	3	(17)	4
	(8)	2	(18)	3
	(9)	4		
	(10)	2		

2	(19)	3
	(20)	4
	(21)	2
	(22)	3
	(23)	2
	(24)	2

3	(25)	3
	(26)	2
	(27)	3
	(28)	4
	(29)	4
	(30)	1
	(31)	3

4	Scientists use biologgers as a method to gather information about animals' biological condition and surrounding environments. Supporters claim that these devices allow researchers to investigate animals which live in inaccessible areas or are difficult to observe. However, critics argue that stress caused by biologgers may alter animals' behavior and reduce data reliability. Moreover, their size and weight may interfere with animals' activities necessary for survival, sometimes leading to early deaths.
	In recent years, self-driving cars have improved drastically. They should be allowed on public roads due to their potential to enhance convenience and safety.
5	First, these vehicles offer a new level of convenience. By reducing the need for human control, self-driving cars free up time for people to engage in productive tasks or leisurely activities during their commutes. This, in turn, substantially improves the quality of life for people who travel by car, which justifies the presence of self-driving cars on public roads.
	Second, self-driving cars can significantly improve road safety. With advanced sensors, these vehicles can detect and react to obstacles more reliably than human drivers, reducing the likelihood of accidents. As they help minimize human error, they contribute to safer travel experiences.
	In conclusion, self-driving cars should be allowed to drive on public roads. They can have a positive impact by making car travel more convenient and safer.

(\*上記はあくまでも解答例です。)

準1級リスニング

Part 1	No. 1	3
	No. 2	1
	No. 3	3
	No. 4	3
	No. 5	2
	No. 6	3
	No. 7	3
	No. 8	1
	No. 9	1
	No. 10	3
	No. 11	1
	No. 12	3

Part 2	No. 13	2
	No. 14	4
	No. 15	2
	No. 16	3
	No. 17	4
	No. 18	2
	No. 19	3
	No. 20	1
	No. 21	4
	No. 22	3
	No. 23	1
	No. 24	3

Part 3	No. 25	2
	No. 26	2
	No. 27	2
	No. 28	3
	No. 29	1