

**JUNIO 2014**

**INGLÉS**

**NIVEL C1**

**CLAVE DE RESPUESTAS**

## COMPRESIÓN DE LECTURA

(Puntuación mínima para superar esta prueba: 12 puntos)

### TASK 1 – THE ART OF PRAISING CHILDREN

1	2	3	4	5	6	7
C	B	B	C	A	A	B

### TASK 2 – A PARTING

1	2	3	4	5	6	7
B	A	C	C	A	B	B

### TASK 3 – RONNIE BIGGS

1	2	3	4	5	6	7	8	9	10	11	12
J	D	I	H	N	O	E	B	G	M	K	F

## COMPRESIÓN ORAL

(Puntuación mínima para superar esta prueba: 12 puntos)

### TASK 1 – ADVENTURER

1	2	3	4	5	6	7
B	B	B	B	B	B	C

### TASK 2 – RESURRECTION, ETC

1	2	3	4	5	6
B	B	C	C	B	C

### TASK 3 – CYCLING IN LONDON

Para la corrección de las comprensiones orales de huecos se puntuará de la siguiente manera:

- A las palabras **reconocibles** se les otorgará **1 punto**, aun cuando presenten faltas de ortografía o errores gramaticales. Por ejemplo, si un verbo es correcto, pero está en una forma incorrecta se considerará reconocible.
- Se podrá otorgar **medio punto** en aquellos casos en los que hay dos palabras en el hueco y una de ellas es reconocible pero la otra no.
- A las palabras **irreconocibles** se les otorgará **0 puntos**.

1	WEARING A HELMET
2	BRITISH SOLDIERS/MILITARY IN AFGHANISTAN
3	A PATTERN
4	VERY LARGE VEHICLES / HEAVY GOOD VEHICLES / HGVs / BIG TRUCKS / BIG LORRIES
5	WERE NOT CAREFUL
6	THE CONGESTION ZONE
7	HEADPHONES

### TRANSCRIPCIONES

#### TASK 1 – ADVENTURER

SHLEY HALL: A Dutch adventurer who set off from Western Australia last month to row solo to Africa has come to grief in the middle of the Indian Ocean. Ralph Tuijn's five metre boat collided with a tanker on Wednesday night and capsized. With (1) a suspected broken finger and ribs, Mr Tuijn set off an emergency beacon early this morning. (0) He was rescued a short time later by another tanker, which is headed for Africa. Felicity Ogilvie reports.

FELICITY OGILVIE: The Dutch rower Ralph Tuijn was making good time rowing across the Indian Ocean. In his last voice update to his website he describes catching squid and planning to turn it into sushi. (Ralph Tuijn speaking in Dutch on website update) But then things went horribly wrong. Ralph Tuijn updated Facebook today saying he had escaped death in the Indian Ocean. The rower describes capsizing several times (2) after colliding with a tanker. One of the rower's friends, the Gold Coast-based film makers Geoff Charters says Mr Tuijn has (1) broken several bones.

GEOFF CHARTERS: The only thing that I've heard that (1) he does have some broken ribs and some broken fingers and I'm waiting to hear that he's okay. I've tried to call him a few times.

FELICITY OGILVIE: The rower was left floating in the Indian Ocean (2) with serious damage to the hull of his boat about 1,000 nautical miles west of the Cocos Islands.

Ralph Tuijn set off an emergency beacon and the Australian Maritime Safety Authority responded sending a tanker to collect him. Geoff Charters expects his friend will attempt the journey again.

GEOFF CHARTERS: Oh yeah, I'm convinced he'll go back. This won't stop him, for sure. He thinks that experiences like this, like the one he just had is just all part of the adventure. Like, even (3) when he was cycling across Africa he was rescued by some wardens because he was camping and a herd of lions were about to pounce on him, on his tent in the middle of the night and he just thought that was part of the adventure.

FELICITY OGILVIE: Ralph Tuijn has also ridden a bike across Siberia and the Indian Himalayas in winter.

Mr Charters says Ralph Tuijn has already rowed solo across the Atlantic and Pacific oceans.

GEOFF CHARTERS: So he has rowed across the Atlantic Ocean and he did the Pacific Ocean a few years ago in 281 days and during that trip he (4) had a lot of near death experiences, like lightning storms was probably one of the worst. It followed him for about a week and (4) he was

attacked by sharks. His boat is only made out of plywood, no nails, just glue, and (4) the sharks were ramming his boat. And (5) he was ship-wrecked. He got rolled across a reef and smashed his boat up and was on a tiny island in the middle of the Pacific, which I'm sure is a lot of people's dream, but he was stuck there for quite a while.

FELICITY OGILVIE: (5) How long was he on that little island for?

GEOFF CHARTERS: (5) He was there for about three months. It was an atoll called Atafu. So he had to swim between different islands and (5) he found a small village and they had a guy that helped him repair his boat and he kept going after that.

FELICITY OGILVIE: Mr Tuijn is currently trying to raise money for new water pumps in Africa, offering talks about his adventure in exchange for a fee that will pay for the pumps. Geoff Charters thinks a childhood injury drives his friend.

GEOFF CHARTERS: (6) When he was in high school he did have a big accident where he fell down a mine shaft, which was in an old war bunker and he fell something like 10 storeys, like a 10-storey high building and he did die several times on the operating table and spent nine months in hospital.

A lot of people have said since that accident, that's what has made him try and achieve these big feats. He doesn't think so. He disagrees with that. I think when he went to university he joined a 12-man row team and they rowed across the English Channel. (7) When they arrived everybody got off the boat and slumped on the beach and said, "Never again. Never again." And he just embraced it and said, "Oh that was awesome. I want to do it again," and he did and kept doing it.

FELICITY OGILVIE: It's unclear if Ralph Tuijn will stay on the gas tanker that's headed towards Africa or if he will be evacuated by helicopter for extra medical treatment. His wife and two young children are awaiting his return back in Holland, along with his friends and support team.

ASHLEY HALL: Felicity Ogilvie with that report.

## TASK 2 – RESURRECTION, ETC

### Extract One:

Sam Parnia MD has a highly sought after medical speciality: resurrection. (0) His patients can be dead for several hours before they are restored to their former selves, with decades of life ahead of them.

Parnia is head of intensive care at the Stony Brook University Hospital in New York. (1) If you'd had a cardiac arrest at Parnia's hospital last year and undergone resuscitation, you would have had a 33% chance of being brought back from death. In an average American hospital, that figure would have fallen to 16% and (though the data is patchy) roughly the same, or less, if your heart were to have stopped beating in a British hospital.

By a conservative extrapolation, Parnia believes (2) the relatively cheap and straightforward methods he uses to restore vital processes could save up to 40,000 American lives a year and maybe 10,000 British ones. Not surprisingly Parnia, who was trained in the UK and moved to the US in 2005, is frustrated that the medical establishment seems slow and reluctant to listen to these figures. He has written a book in the hope of spreading the word.

### Extract Two:

China can be an unforgiving country for dogs: attitudes towards pets have become more progressive over the past decade – a product of growing wealth and exposure to foreign ideas – but (3) large canines are outlawed in many cities; pet markets are poorly regulated, and puppies frequently die soon after being purchased.

In parts of the country, dogmeat makes a popular wintertime dish; animals kept as pets are frequently stolen and sold as meat.

"Pet ownership has risen dramatically, it's just gone through the roof," said Paul Littlefair, an expert on China's animal rights at the Royal Society for the Prevention of Cruelty to Animals. But (4) animal protection remains a grey area, he said. "The government doesn't speak very openly about it, but leaves space to debate the issue without laying out what the line should be."

Thanks to China's mass urbanisation, strict family planning laws and changing social norms, an increasing number of Chinese people live alone, and many of them keep dogs as company.

### Extract Three:

Yet we already live in a world where the boundaries of what's private and what's public are melting. The other day my Twitter timeline came alive with someone tweeting about watching (5) a couple having a furious row in a café; the man had had multiple affairs, the woman had had a breakdown. Their unhappiness was being played out in public, though the cafe wasn't strictly a public space. If either used Twitter, they might have found themselves (or friends might have

recognised them). And Twitter's content is retained and searchable through plenty of web services.

Social media such as Twitter, and the ubiquity since 2003 of cameraphones (and now of smartphones that not only have still and video cameras, but can also upload their content immediately) means (6) we're more used to the snatched photo or video that tells a story. Without it, we wouldn't know the true circumstances surrounding the death at the G20 protest of the newspaper seller Ian Tomlinson.

### TASK 3 – CYCLING IN LONDON

ROBERT SIEGEL, HOST: London's colorful mayor, Boris Johnson, has made it a priority to get more of his constituents on two wheels. But (0) cyclists and non-cyclists alike have been shaken by a series of deaths on the city's roads. Vicki Barker reports on the clash of London's bike and car cultures.

VICKI BARKER, BYLINE: The number of Londoners cycling to work has more than doubled in the past decade. On some roads, cyclists now make up more than half the rush-hour traffic. And among them, for years, has been Mayor Boris Johnson, a man many think has his eye on Prime Minister David Cameron's job. (1) The libertarian-leaning Johnson is rarely seen in a helmet. He won't be bullied into wearing one, he says. But it's his public, not his personal, safety choices that have him in the firing line.

UNIDENTIFIED WOMAN: Another cyclist's death on London's road, the sixth in two weeks.

BARKER: (2) Fourteen London cyclists have been killed so far this year. That's a higher casualty count than the British military's in Afghanistan. The city's cycling commissioner, Andrew Gilligan, calls the latest deaths a statistical blip, though a tragic one.

ANDREW GILLIGAN: (3) It is difficult to see any pattern. The number of fatalities is on course to be roughly what it was last year.

BARKER: But at London's Waterloo Station, Tom Bogdanovich of the London Cycling Campaign says (4) there is a pattern to the deaths.

TOM BOGDANOVICH: They do happen on busy roads, and (4) they do happen at junctions, and they do often happen between (4) very large vehicles and vulnerable road users like cyclists and pedestrians.

BARKER: As he talks, trucks and buses hurtle by the station's bike stands, which can hold 300 cycles. Several of the latest deaths happened on the mayor's so-called cycle superhighways - blue-painted lanes on busy streets where cyclists theoretically have priority. (4) And all the accidents involved HGVs, heavy goods vehicles, the trucks that trundle through the capital 24 hours a day. That's led to calls for HGVs to be banned during commuting hours, the way they are in Paris, and for barriers to protect cycle lanes. The mayor says his team is constantly reviewing safety.

MAYOR BORIS JOHNSON: Do not underestimate our ambition, our determination to make this a truly fantastic place to be a cyclist.

BARKER: (5) But he also infuriated many cyclists by saying they should be more careful. When bike blogger Mark Ames suggested a protest ride through some of the capital's worst accident hotspots recently, hundreds of his fellow cyclists turned up.

MARK AMES: People in London are furious. This is a leadership crisis for Boris Johnson. He's been encouraging people to cycle in London for five years now. In that time, (2) nearly 80 people have been killed.

BARKER: There's pragmatism behind the mayor's drive to encourage bicycle use; it's the fastest, cheapest way to take pressure off London's straining public transportation system. But (6) Johnson has been encouraging vehicle use, too. As mayor, he's reduced the size of the congestion zone, the area in central London that drivers have to pay to enter. It's all about making it easier for goods to get to market, for Londoners to get to work, to keep the capital's economy competitive.

Back at Waterloo Station, management consultant Rupert Angel unlocks his mountain bike. He always keeps to quiet back streets, he says. That's why the recent fatalities have left him unfazed.

RUPERT ANGEL: Because there's a lot of people cycling and some people will get knocked off. And I don't cycle on roads where people are going too fast.

BARKER: This week, the mayor announced 2,000 additional police will be on the streets enforcing all traffic laws. And he said he wants to (7) crack down on cyclists wearing headphones. For NPR News, I'm Vicki Barker in London.