



Šifra kandidata:

Državni izpitni center



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SPOMLADANSKI IZPITNI ROK

Višja raven
ANGLEŠČINA
Izpitna pola 1

- A) Bralno razumevanje
B) Poznavanje in raba jezika

Sobota, 27. maj 2023 / 60 minut (35 + 25)

*Dovoljeno gradivo in pripomočki:
Kandidat prinese nalivno pero ali kemični svinčnik.*

SPLOŠNA MATURA

NAVODILA KANDIDATU

Pazljivo preberite ta navodila.

Ne odpirajte izpitne pole in ne začenjajte reševati nalog, dokler vam nadzorni učitelj tega ne dovoli.

Prilepite kodo oziroma vpišite svojo šifro (v okvirček desno zgoraj na tej strani).

Izpitna pola je sestavljena iz dveh delov, dela A in dela B. Časa za reševanje je 60 minut. Priporočamo vam, da za reševanje dela A porabite 35 minut, za reševanje dela B pa 25 minut.

Izpitna pola vsebuje 2 nalogi v delu A in 2 nalogi v delu B. Število točk, ki jih lahko dosežete, je 50, od tega 20 v delu A in 30 v delu B. Vsaka pravilna rešitev je vredna 1 točko.

Rešitve pišite z nalivnim peresom ali s kemičnim svinčnikom v izpitno polo v za to predvideni prostor **znotraj okvirja**. Pišite čitljivo in skladno s pravopisnimi pravili. Če se zmotite, napisano prečrtajte in rešitev zapišite na novo. Nečitljivi zapisi in nejasni popravki bodo ocenjeni z 0 točkami.

Zaupajte vase in v svoje zmožnosti. Želimo vam veliko uspeha.

Ta pola ima 12 strani, od tega 3 prazne.



A) BRALNO RAZUMEVANJE

Task 1: Short answers

Read the text and answer the questions in note form in the spaces below. Use 1–5 words for each answer. All contracted forms with the exception of *can't* count as two words. There is an example at the beginning: Answer 0.

Cruise ships are back. And it's a catastrophe for the environment.

Decades ago, when I worked as a ranger in Alaska's Glacier Bay national park, each cruise ship that entered the bay carried hundreds of passengers. Today, they carry thousands. They don't look like ships any more. They look like the boxes the ships came in, huge floating milk cartons – ponderous and white. But once they get moving, they're a force. One that occasionally strikes whales.

In July 2001, the carcass of a humpback whale known as "Snow" (due to the white markings on her fluke) was found floating in the bay. An investigation concluded she had died of massive trauma to her skull and cervical vertebrae, consistent with a vessel collision. Princess Cruise Lines (purchased by Carnival in 2003) eventually pleaded guilty to failing to operate its vessel, the Dawn Princess, at a slow and safe speed while near humpback whales, violating the *Marine Mammal Protection Act*. Passengers and crew had spotted humpbacks near the ship, but the ship didn't change course or speed. Pursuant to a plea agreement, Princess was sentenced to pay a \$200,000 fine, plus \$550,000 to the National Park Foundation for community service.

Since then, the ships have increased in size.

Before Covid-19, Dream Cruises announced it was building a ship that would carry nearly 10,000 passengers and have the first cruise ship theme park, with the longest roller coaster at sea. Many ships are already three times the volume they were back in my ranger days – so large they're cities at sea, floating condominiums with hospitality staff more than eager to sell you a shore excursion at the next port-of-call. The Majestic Princess, due into Alaska in late July, has 19 decks. Imagine: all that time on the water but never close to it.

For several years, Alaska's bejeweled Inside Passage, crowned by Glacier Bay, has been ranked one of the most popular cruising destinations in the world. After a 21-month absence, a few big ships are now headed back north. By next year, things could be booming again, with thousands of passengers flooding the streets of Ketchikan, Juneau and Skagway every summer day. Some locals will welcome the revenue while others will bemoan the crowds and noise, and ask: Is this how it's going to be? Business as usual? If anything should change after Covid-19 and not go back to normal, it's cruise ships and the voracious industry that operates them. It's an industry that co-

opts communities, buys up entire waterfronts if not private islands, and takes a hefty percentage of every shore excursion it sells.

In Glacier Bay, the US National Park Service (NPS) requires that ships suspend all competing activities (casinos, etc.) so that passengers can partake in ranger-led activities that focus on education and inspiration. The NPS also charges a per passenger fee, which makes the park one of the most solvent – and potentially compromised – in the NPS system. The park's budget now depends heavily on cruise ship money that funds research, salaries, and in-park development. While only two ships are allowed in the park each day, there's no limit on their size.

Some would call this "industry capture", which means that a regulatory authority becomes dependent on an industry it's supposed to regulate. After the Holland America ship *Westerdam* accidentally discharged 22,500 gallons of gray water into Glacier Bay in 2018, the state of Alaska fined the company \$17,000. The NPS fined it \$250. According to the Ocean Conservancy, gray water discharges "can lead to oxygen depletion, spread pathogenic bacteria and viruses and increase nutrient levels in the surrounding ecosystem. Higher nutrient levels can lead to toxic blooms and dead zones that can cause harmful disturbances throughout food chains".

Few of today's big ships are registered in the US, which largely exempts them from federal taxes. If they are going to operate here, take up pier space, burn vast amounts of fossil fuel and dump their waste in sanctified areas and other near-shore waters, they should be required to register in the US, buy carbon offsets, go as green as possible, pay federal taxes, obey the laws and high safety standards and, when in violation, pay steep fines if not forfeit their right to sail into places like Glacier Bay. Forever.

It's time for the federal government to limit the size of ships allowed in US waters. Make them carry more responsibility, not more passengers. For those already too big, buy them and convert them into dockside homeless shelters, care facilities and marine research laboratories. The ships still in service should be incentivized to focus more on education, less on entertainment. They should employ historians, scientists, and naturalists.

Am I anti-cruise ship? No. I'm anti-excess, pro-moderation.

**F Dartmoor, Devon**

We think of Dartmoor as a wild and windswept place but it's packed with 20,000 archaeological sites. By 1700BC, during the bronze age, the land had been deforested, and by 1000BC, the weather had become cooler and wetter and people gave up trying to farm the uplands. Some places eventually drew the hardy and desperate back. Hound Tor had been settled and then deserted in the bronze age, but people returned in the 13th century as warmer weather and population pressure pushed peasant farmers on to marginal land. The cataclysm of the Black Death (which is estimated to have killed more than 1.5 million people in Britain) as well as the onset of colder, wetter weather, pushed them back again. The remains of the longhouses are quiet memorial to a village that faced – and ultimately didn't survive – contagion and climate change.

G Glastonbury Tor, Somerset

The majestic hill is natural; its strange terraces are not. They were probably shaped during the neolithic era. The tower on the summit is the surviving part of the church of St Michael, which in the 12th century benefited from pilgrims flocking to Glastonbury in the belief it was the holy Isle of Avalon, the last resting place of both the holy grail and King Arthur. This was the height of the church's power, and pilgrims' willingness to believe. During Henry VIII's dissolution of the monasteries in the 1530s, fortunes on the tor changed. The king disbanded the powerful religious houses and seized their assets, and in 1539 the elderly abbot was hanged as a punishment for concealing religious treasures from the inventory. The church was destroyed and the stone carted away.

(Adapted from an article in *The Guardian*, 27 September 2020, by Mary-Ann Ochota)

Example:

Symbols carved in a stone may refer to a famous battle.

Paragraph

(0) D

Paragraph

The survivors of an infectious disease were forced to leave.

(1) _____

The pillar combines Christian and pagan symbolism.

(2) _____

Some signs suggest that the place can be associated with coronation ceremonies.

(3) _____

The decoration on the stone is untypical of England.

(4) _____

The inhabitants left due to weather conditions.

(5) _____

Possessions were confiscated by the authorities.

(6) _____

Evidence of exchange of goods with other countries was found.

(7) _____

Many artefacts but few historical documents referring to the tribe were found.

(8) _____

The site was assumed to be the grave of a famous king.

(9) _____

It is obvious that England was not separated from the European continent yet.

(10) _____

The sculpture was ordered by foreign settlers.

(11) _____



produce relatively little carbon dioxide 15 to the emissions produced by an average holiday jet flight. They are especially important to the nation because railways were Britain's gift to the world. They were invented and developed here and exported all over the globe. They changed the world and are linked tightly to our history."

(Adapted from an article in *The Guardian*, 10 April 2022, by Robin McKie)

Example:

0. more

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Prazna stran



Prazna stran