早稲田大　2013年

Ⅱ

次の英文を読み，下記の設問に答えよ。

The commercial space race is ( 1 ).

Perhaps nothing signaled its arrival like this spring’s successful cargo flight of the Dragon spacecraft to the International Space Station that was launched by private firm SpaceX.

SpaceX, run by billionaire entrepreneur Elon Musk, isn’t the only firm competing to transport cargo and people into orbit since NASA (the National Aeronautics and Space Administration) relinquished its near-monopoly on U.S. space transportation ( 2 ) retiring the Space Shuttle program last year.

At least a dozen companies are developing spaceships to replace the shuttle’s duties or to carve their own commercial pathways in space.

The U.S. government’s new approach of (1)letting private companies take over the work NASA used to do in low orbit around the Earth ―― and pay for part of it ―― has opened the final frontier to free enterprise.

And many advocates of commercial space ventures foresee a new and even glorious era of U.S. space exploration, development and travel resulting ( 3 ) it.

“We’re making space more American. We’re making space more democratic. We are making space more available, approachable and real to the average American,” says James Munchy, president of the space policy consulting firm PoliSpace in Alexandria, Virginia.

Even NASA says there is no limit to what a largely unrestricted U.S. space industry can achieve.

“If NASA is the only ‘game in town’ ... our space aspirations will always be limited by the size of NASA’s budget,” says Phillip McAlister, director of commercial spaceflight for NASA. “When you start turning this over to the private sector, there’s no limit.”

But this new strategy still comes ( 4 ) some government assistance and say.

In the last six years, NASA has provided about $2 billion to private companies to design and build space taxis to the Space Station. Earlier this month, NASA pledged an additional $1.1 billion to three U.S. companies ―― aerospace giant Boeing, Musk’s SpaceX and high-tech firm Sierra Nevada ―― to finish the work.

Right now, NASA is paying the Russians more than $60 million a person for a ride to the Space Station, money it says it would rather give to U.S. companies. NASA says it would have cost the government about twice more than what it’s giving the companies to develop the new spacecraft.

The space agency says the savings free it to use its resources to explore deep space, specifically Mars, the moon and asteroids. But a crucial step for the emerging industry is to be able to survive without NASA funding.

NASA is hopeful the companies will find other customers. That ultimately will stimulate competition and drive ( 5 ) prices for everyone, the agency reasons. And once the companies have customers, they’ll have a better chance at attracting more investors.

(2)誰も，その市場がどれだけ大きくなるか，予想することはできない for commercial space transportation. And as in any developing industry, some businesses will succeed and some will fail.

(Adapted from *USA Today*, August 12, 2012)

設問1．空所( 1 )～( 5 )を埋めるのにもっとも適当なものを(a)～(g)からそれぞれ一つ選び，マーク解答用紙の所定欄にマークせよ。

(a) by (b) down (c) from (d) in (e) into

(f) on (g) with

設問2．下線部(1)を日本語に直し，記述解答用紙の所定欄に書け。

設問3．下線部(2)を英語に直し，記述解答用紙の所定欄に書け。ただし，最初の1語は与えられている。

設問4．次の1．～5．について，本文の内容に合うものはマーク解答用紙のTの欄に，合わないものはマーク解答用紙のFの欄にマークせよ。

1．The end of NASA’s virtual monopoly on U.S. space transportation has encouraged private firms to enter the market.

2．The U.S. government no longer controls U.S. space transportation because it realized doing so was undemocratic.

3．Space travel is likely to remain under the complete control of the U.S. government in the foreseeable future.

4．NASA would rather not rely on Russia but at present that is the most cost-effective approach.

5．One of the future objectives for U.S. companies engaged in space travel is to do without government financial assistance.