

# ***Searching the Future, Reviewing the Past***

世界を語る、日本を語る

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## **Searching the Future, Reviewing the Past**

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## Preface

As the English title indicates, this book is about trends in the modern world. Most of the topics were first suggested by news events, but care was taken to research deeper and then to present everything from a particular angle of interest. For instance, in Chapter 1, the news behind the topic was the announcement of the Linear Shinkansen route between Shinagawa and Nagoya and the angle of interest was whether the planned delay of 18 years before the line can be extended to Osaka is realistic or not.

The Japanese title evokes another principle: that the book should be both about Japan and about the world. But this doesn't mean writing ten chapters on each. It is more a matter of recognizing that questions affecting Japan tend to be world questions as well and vice versa. Thus, UNESCO's inscription of *Washoku* as an intangible cultural heritage in 2013 coincided with a similar inscription of *Kimjang* (kimchi making) in Korea. In Chapter 17, the two examples are looked at together.

Other topic areas covered in this book include music promotion and distribution, food supply, sport, new technologies, energy policies, and activities for the preservation of local memories. The core of each chapter is an 800-word English text preceded by a vocabulary quiz and followed by a T / F comprehension exercise. More challenging practice is given with free-answer questions which could also serve as a lead into oral discussion, and a gap-fill summary text. For additional support, or else for light relief at the end, there is a rounding-off sidelight "column" in Japanese.

Thanks to Messrs. Kanno and Sato of Seibido for their patient guidance and support for this book. And above all, thanks – once again – to co-author Ken Kadooka.

Finally, although we did everything we could to keep chapter contents accurate and up to date, by the time the book comes out some facts will be sure to have changed. We trust that readers and teachers can counteract this with a little updating research of their own. But naturally, where there are other faults or inconsistencies remaining in the book, we will be most grateful to be told about them.

Enjoy reading.

David Dykes

## はじめに

本書は世界と日本で起こっているさまざまな話題を取り上げて、詳しい内容を英語で読みこなすように一冊にまとめました。各章では、硬軟の多様な話題を取り上げるように工夫しました。リニア新幹線や世界遺産など社会的なこと、ユーロ危機のような経済面、インターネット技術の進歩に伴う3次元印刷やソフトウェアの海賊版、臓器移植や「赤ちゃんゆりかご」というように医学と倫理にまたがる事象、オリンピックやニューヨークでのマラソン参加、女子選手という運動に関した話題など多方面から材料を集めました。分野が偏らないように、意図的に多方面から話題を集めるようにしました。自然・人文・社会科学というように、大学で選択した専門や学部にも均等に各章の話題が散らばるようにも工夫したつもりです。

日本の話題でも、読者の皆さんが知らないことが多いのではないのでしょうか。リニア新幹線や富士山の世界遺産登録など、大まかに知っているつもりでも詳しく読んでみると新たな発見があることでしょう。そしてまた話題によっては、全く考えもしなかったような未知の世界もあるでしょう。各章の話題を通して、日本と世界への興味を広げてください。知的興味というのは、そのようにして広がったり深まったりするものです。特に語学教材としては、知的興味と語学力を関連づけなければなりません。話題に直結した単語を覚え、意味を読み取り、問題によって理解を深めていく——このような段階を踏んで、学習を進めてください。

情報化が進んだ現代社会は、目まぐるしい速さで変化しています。インターネットの普及によって、瞬時に情報の検索ができるようになりました。これは「情報化社会」という側面においては、目覚ましい進展と言えるでしょう。しかし断片的な情報を集めるだけでは、社会そのものを深く理解することは不可能ではないのでしょうか。例えば「この先、世の中がどのように変化していくか」を予想するには、深い洞察が必要です。インターネット上の検索で、簡単に答えが見つかるような問いだとは考えられません。このような問いに答える洞察力を養うためには、日頃から社会の動向に注意を向けるという努力が基礎になります。日本語だけではなく英語で高度な情報収集力が身に付いていれば、世界の出来事についての理解が深まることでしょう。

最後に、本書を編集するに当たってお世話になった成美堂の菅野英一氏と佐藤公雄氏にこの場を借りてお礼を申し上げます。

著者記す

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# ***Shinagawa-Nagoya in 40 Minutes, 40 Meters beneath the Ground***

JR 東海が主体となって、時速 500 キロで品川と名古屋を 40 分で結ぶリニア中央新幹線が 2027 年開業を目指して始動しました。品川駅も名古屋駅も地下駅ですが、着工に向けて準備が進んでいるようです。用地買収が不要な大深度の地下 40 メートルを走る区間が多いため、全線の 9 割近くがトンネルです。大阪までの同時開業を望む声も多いのですが、工事費を一挙に負担することを避けるために大阪までの延伸は 2045 年の予定です。



リニア新幹線の試験車両

## VOCABULARY

*Match these expressions from the text with the items closest in meaning in the box below.*

- (1) landmark \_\_\_\_ (2) replacement \_\_\_\_ (3) rooftop \_\_\_\_ (4) hurtle \_\_\_\_  
 (5) precaution \_\_\_\_ (6) unviable \_\_\_\_ (7) bonanza \_\_\_\_ (8) nostalgic \_\_\_\_

- |                                       |                               |                    |                     |
|---------------------------------------|-------------------------------|--------------------|---------------------|
| a. substitute                         | b. not feasible               | c. shoot very fast | d. fondly regretful |
| e. lucky bonus                        | f. conspicuous and well-known |                    |                     |
| g. outside on the the uppermost floor | h. preventive measure         |                    |                     |

At the start of 2014, the zone north of Nagoya JR Station was an enormous construction site. Three **landmark**<sup>1</sup> buildings had been pulled down and foundations were being laid for their **replacements**.<sup>2</sup> These new structures are due to begin opening in 2015. Two of them will be linked by “sky streets” on their second and 15th floors to similar promenade decks already in place above the south side of the station, completing walkways, shopping floors and restaurant galleries that run for hundreds of meters. Across the traffic circle in front of the station, the third building will feature a **rooftop**<sup>3</sup> garden halfway up, offering views of this ensemble. But what excites local business people most is the part of the project that will never be visible in a sweep of the eye because it is deep underground. Intersecting at 90 degrees with the northern end of the Tokaido Shinkansen platforms, but 30 meters lower down, will be platforms for the Linear Shinkansen, or to use its official name, the Central Shinkansen.

As has been widely reported, this wheel-less and frictionless train is due to come into service in 2027 between Tokyo (Shinagawa) and Nagoya, covering the 286 km in 40 minutes, compared with 100 minutes for the fastest Nozomi services between Tokyo (Station) and Nagoya. For most people it will be an unfamiliar experience, **hurtling**<sup>4</sup> at a top speed of 500 kph along a route that stays 86 percent underground. On the way there will be a stretch where the train surfaces to offer the reverse view of Mount Fuji from the one seen on the Tokaido route. The likely ticket price will be about ¥700 higher than for the Nozomi.

The reason for relying on tunnels is partly to solve the engineering problem of crossing the Southern Alps. It also makes sense as an earthquake **precaution**,<sup>5</sup> since underground tremors are smaller. But there is an economic side to it as well. Since 2000, Japan has a law allowing free use of underground space for public projects. Essentially, a constructor building an important piece of infrastructure does not need to buy the land for it in places where it lies more than 40 meters underground. Without this, costs for the new line would explode making the project **unviable**.<sup>6</sup> Tickets would cost more than users would be willing to pay.

Cost balancing is vital to JR Tokai, the company planning the project. Of course, the prefectures and cities served by the line will also contribute to its



costs. But in the long run, the company wants the project to pay for itself out of passengers' fares. This was also the main reason, the company explained in September 2013, why the line had to end at Nagoya in 2027. To take it as far as Osaka at that stage would mean borrowing more money than the company feels able to repay. It will only be after quite a long recovery pause of 18 years 5 that the linear train finally makes it to Kansai, in 2045. At least, that is the current thinking.

In Nagoya, this view of things seems wise enough. Beginning already with the batch of new buildings around the JR station, it seems that the city can look forward to a **bonanza**<sup>7</sup> of a 30-year advantage over its western rival, 10 which will have only one high-speed rail link to Tokyo. Already, Nagoya and the surrounding region are looking for ways of providing smooth links from the future station to Chubu International Airport and other surrounding cities and transportation hubs. Government and business symposiums are being held on how to lift Nagoya into a role it has never quite had before in the eyes 15 of outsiders — a “fun” city.

More darkly, there are also people who see this as a return for the “Nagoya Passing” insult of 1992, when the first generation of Nozomi trains ran between Tokyo and Osaka for a year stopping at Shin-Yokohama but passing Nagoya and Kyoto.

CD1-4  20

It was no great surprise in December 2013 when the assembled business and government world of Osaka staged a protest conference demanding “Ōsaka dōji kaigyō” — the simultaneous opening of the line as far as Osaka. The initial reaction from JR Tokai was simply another objection that this would result in unsustainable borrowing debts. However, the announcement of the route and 25 station details for the western section followed remarkably soon, in January 2014, and if the pressure from Osaka continues, it may still turn out that the Nagoya Bonanza, like the Nagoya Passing, will be shorter-lived than originally expected.

Older people looking at these regional and financial tensions may feel 30 **nostalgic**<sup>8</sup> for the first Shinkansen project, which moved from planning approval in 1958 to the opening of the Tokyo-Osaka line in time for the 1964 Olympics. Admittedly, things only moved so fast then because of political pushing, which hopefully now belongs to the past.

## NOTES

**promenade deck** 「歩行者用通路」 **ensemble** 「複合建築」 **infrastructure** 「(道路や鉄道などの) 社会的基盤」 **symposium** 「シンポジウム」 数人のパネリストが特定の話題について討論する。複数形は symposia, symposiums **Nagoya Passing** 「名古屋通過」 東海道新幹線で「のぞみ」新設当初、一部の列車で名古屋と京都に停車せず通過していたことを指す。 **the route and station details for the western section** 「名古屋以西の経路と駅の詳細」

## TRUE / FALSE

*Mark these statements true (T) or false (F).*

1. The Central Shinkansen platform at Nagoya will run parallel to the one for the Tokaido Shinkansen. [ T / F ]
2. Earthquake tremors are usually felt more strongly underground. [ T / F ]
3. The line is planned to end in Nagoya in 2027 for financial reasons. [ T / F ]
4. For several years, Nozomi trains did not stop at Nagoya or Kyoto. [ T / F ]
5. If the pressure from Osaka continues, there seems to be a good chance of the line being extended earlier than announced. [ T / F ]
6. Building the first Shinkansen line between Tokyo and Osaka took only six years. [ T / F ]


## COMPREHENSION

*Answer the questions in English.*

1. “Sixty minutes will be cut off the traveling time between Tokyo and Nagoya.” — Explain why this isn’t quite true.  
\_\_\_\_\_
2. How would it affect the construction costs if JR Tokai were to build closer to the surface?  
\_\_\_\_\_
3. What great bonanza will the line bring to Nagoya up until 2045?  
\_\_\_\_\_
4. Who attended the meeting in Osaka in December 2013 to call for a planning change?  
\_\_\_\_\_

5. Why did the construction of the first Shinkansen line go ahead so fast?

GUIDED SUMMARY

CD1-5 

Fill in the blanks with the words listed below.

In 2027, the linear motor trains on the Central Shinkansen Line will ( 1 ) Shinagawa and Nagoya in 40 minutes. These trains will travel without ( 2 ), shooting along on a magnetic field at a maximum operating speed of 500 kph. Nearly 90 percent of the route will run ( 3 ), mainly in order to avoid land purchase expenses. Once the line reaches Nagoya, the city can expect to enjoy considerable business ( 4 ) over Osaka. People in Osaka naturally want to have the ( 5 ) built as early as possible, but the constructor, JR Tokai, insists that it is ( 6 ) difficult to complete this project in one push. A recovery phase will be required first, in which to pay off the initial borrowing debts.

wheels      advantages      underground      financially      connect      extension

COLUMN

東海道新幹線の東京－新大阪間が開業したのはオリンピックが開かれた1964年、山陽新幹線として博多まで延伸されたのは11年後でした。開業当時の営業速度は時速210キロ、ひかりとこだまが1時間に1本ずつというのんびりした時代でした。世界で超高速鉄道の先駆けとなった日本の新幹線ですが、欧州ではフランスのTGV (Train à Grande Vitesse、1981年開業)やドイツのICE (Inter-city Express)も独自の技術を持っています。上海の浦東国際空港と市内を結ぶ区間で、リニアモーターカー路線が実用化されています。技術的に時速400キロを出すことが可能ですが、消費電力などの実用面から時速300キロで営業運転を行っています。