

令和4年度入学試験問題

地域経営学部

編入学選抜

小論文

(注意事項)

1. この問題冊子は試験開始の合図があるまで開いてはならない。
2. 問題は全部で4ページある。落丁・乱丁、印刷不鮮明の箇所などがあつた場合は申し出ること。
3. 別に解答用紙が2枚および下書き用紙が2枚ある。
4. 解答はすべて解答用紙の指定された箇所に横書きで記入すること。
5. 受験番号は解答用紙の指定された箇所に必ず記入すること。
6. 解答時間は90分である。
7. 問題冊子及び下書き用紙は持ち帰ること。

問題 1 次の英文の要約を 200 字以内の日本語で書きなさい。

The Japanese government is considering "dynamic pricing" for the country's railways, or changing ticket prices depending on the time -- a method already in use for setting airfares and hotel stay prices.

Dynamic pricing for railways is hoped to reduce the typical peak-hour commuter crush, by making tickets more expensive during the morning and evening rush hours, and cheaper midday, when there are fewer passengers. The idea began to attract more attention in Japan because of the need to avoid crowding due to the coronavirus pandemic.

For the railway companies, dynamic pricing holds the promise of better business performance, after the pandemic put a serious dent in demand. It would allow the firms to reduce costs by cutting staff and train services during rush hour.

East Japan Railway Co. (JR East) and West Japan Railway Co. (JR West) envisage applying variable pricing to their commuter train passes. However, unlike vacations or other kinds of travel, people commuting have less room to decide when they will ride the train. This idea calls for detailed discussion.

Furthermore, while the number of companies with telework or reduced working hours programs has been increasing, many people out there still cannot change when they need to go to work, whether it's to meet clients, or for other reasons.

There are also non-permanent employees who have to cover their own commuting expenses. There must be consideration for riders who will end up bearing the burden of shifting costs.

What will be very difficult with any dynamic system is setting prices. If the difference between peak and non-peak hours is too narrow, then the impact on crowding will be limited. If there's too wide a difference, then those who need to travel during rush hour will feel more strongly that they are being treated unfairly.

In Japan, train fares are determined by what will allow the railway to

cream off a little profit after operating costs, and each company must apply to have their fare structures approved by the central government. To improve their passenger demand estimates, the companies must calculate their costs appropriately. And to prevent the financial load on riders from getting too great, the government must perform strict checks on the companies' fare systems.

To spread demand over a wider swathe of the clock, JR East and other railways have started points programs to reward passengers taking the train during off-peak hours. We would like to see the government analyze initiatives like this, survey the railways and build up a trove of data it can use to consider appropriate fare standards.

Transportation services that harness computing technology to suggest the most appropriate fares and modes of travel appear almost ready to enter the mainstream. Even as these kinds of businesses develop, a flexible fare system is needed.

However, it would be impossible to acquiesce to a system that pivoted exclusively on improving profits for railways. In the debate over rail ticket prices, it is indispensable to approach the issue from the perspective of the passengers.

(出典 : EDITORIAL / Rider-centric discussion needed on dynamic pricing for Japan's railways, The Mainichi, May 24, 2021, 原文のまま)

The Mainichi, May 24, 2021

問題2 次の二つの図は、令和3年版『情報通信白書』からの引用である。これらの図に基づいて、以下の設問に答えなさい。ただし、CIOとは「Chief Information Officer」の略である。

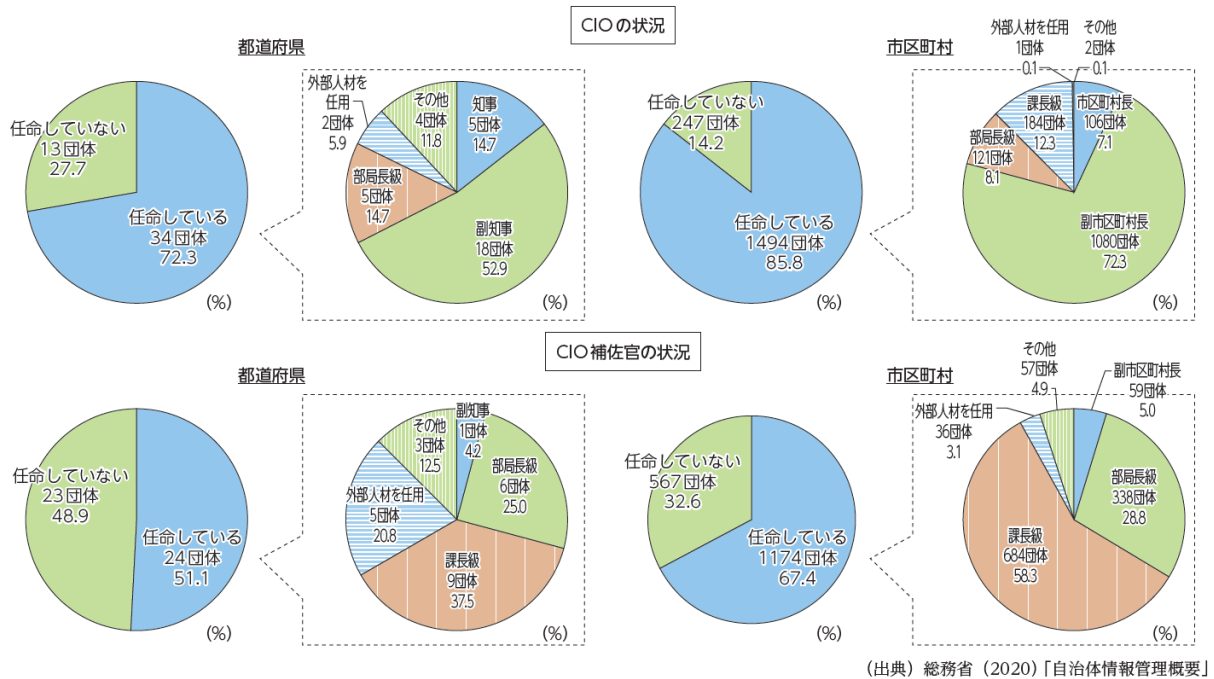


図1 CIO、CIO補佐官の状況

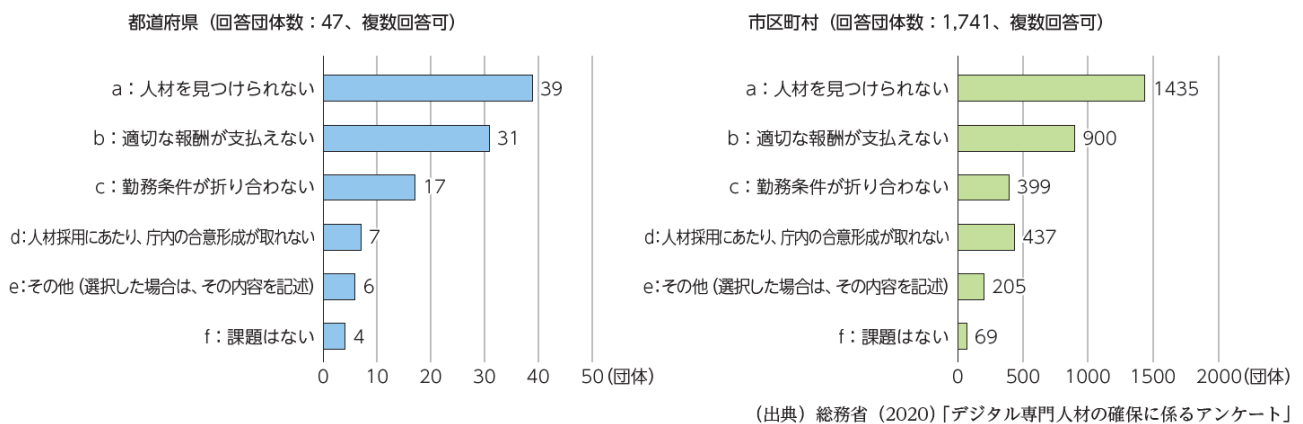


図2 デジタル専門人材の確保に係る課題

設 問

問 1 図 1 の説明を 200 字以内で書きなさい。

問 2 図 1 と図 2 を踏まえて、公的分野におけるデジタル化の課題への対応策について、あなたの考えを 200 字以内で書きなさい。