

	BGF NYTK	B2	Listening Comprehension	
	English for Tourism and Catering		30 minutes	20 marks
	Sample			

FIRST WORK ON THIS SHEET.
COPY ALL YOUR ANSWERS ON THE ANSWER SHEET.

(A beszédértés részvizsgán mindkét szöveget kétszer hallgathatja meg. Mindkét szöveg első meghallgatása előtt 3–3 perc áll rendelkezésére az adott szöveghez tartozó feladatok áttekintésére. A szövegek mindkét meghallgatása közben folyamatosan, majd azok után 2–2 percig dolgozhat a feladatok megoldásán. A vizsgarész végén még 3 perc áll rendelkezésre, hogy a feladatlapokhoz csatolt megoldólapra átírja megoldásait.)

Text 1

You will hear an interview about food festivals.

I. 1–10 Answer the following questions according to the text in no more than 4 words.

Food Festivals in Great Britain

- 1.** What do the festivals promote?
- 2.** How many festivals are there a year?

The Carlyle Food Festival

- 3.** What does John Crouch do at the festival?
- 4.** What/who deals with food nowadays according to John? (Give 2 examples)
- 5.** What kind of companies sponsor the events?
- 6.** What is Harold Simms' position at the company?
- 7.** Why do Canapen & Grey go to the festival?

The York Food Festival

- 8.** How old is the festival?
- 9.** Who are the exhibitors?
- 10.** What extra programmes are there?

Text 2

You will hear a text about an industrial dispute at a railway company.

II. ¹¹⁻¹⁵ Decide if the following statements are true (T) or false (F).


- 11. The industrial dispute began a year ago.
- 12. The dispute is over working conditions.
- 13. Today all trains have to be replaced by buses.
- 14. Train service usually finishes in the early evening.
- 15. Tony Miles works for Arriva Trains Northern.

III. ¹⁶⁻²⁰ As you listen, complete the following chart.

Arriva's estimated costs during the strike		
	pounds/year	pounds/day
⇒ 16-17. leasing 1 two-car train:(16)(17)
⇒ 18. track access charge:(18)	274,000

Arriva's estimated savings during the strike	
	pounds/day
⇒ 19. Diesel fuel:(19)
⇒ 20. wages of guards on strike:(20)

KEY	FIGYELEM! ➔	<p>Kérjük, ide ragasszon egy BESZÉDÉRTÉS azonosító kódot!</p> <p>Hiánya esetén dolgozata érvénytelen.</p>
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First Marker:	Second Marker:	Score: <div style="border: 1px solid black; width: 80px; height: 30px; margin: 0 auto;"></div>		

Text 1	
1.	(Regional) specialities
2.	(Over) Two hundred /200
3.	(Gives a) cookery demonstration /presentation /show /he cooks
4.	Any two of: magazines, programmes, books, shops, personalities, chefs
5.	(Large) (food) multinationals /food companies /2 jó márkánév: Nestle, Mckwitties, Cannovan and Grey
6.	Chief executive /CEO
7.	To get new ideas /to get closer to producers /manufacturers /cheeses/ bread manufacturers /to contact small producers
8.	4 years
9.	local collectives /locals /local producers
10.	Seminars, (and) discussions/entertainment
Text 2	
11.	T
12.	F
13.	F
14.	T
15.	F
16.	¼ million /250,000
17.	750
18.	100 million
19.	80
20.	(30)-40,000

Text 1

Food festivals

The growing interest in small local producers not only of cheese but every kind of food and drink has encouraged food shows and food festivals promoting regional specialities. There are now over 200 of them. Mark Hallstock has been finding out more about them. He went first to Carlyle's new food festival, where chef John Crouch was giving a cookery demonstration.

"Food is such a part of our lives, especially nowadays, we got magazines, we got programmes, books, the shops, everything. And it's actually bringing it to the people. They see the personalities on the television, they read about them, and it's nice actually see the chefs that are popular. Also it introduces them into new foods that you can bring into the area, and opens their eyes to what there is in really good local food."

The Taste 99 isn't just about local food producers. The event is sponsored by large food multinationals such as Nestlé and McKwitties, who both have factories in the area. Another sponsor is Cannovan and Grey, a large local firm producing cooked chilled meals for Marks and Spencer. Their chief executive, Howard Simms sees the food fair as a way of getting new ideas.

"We want to get closer to the smaller producers in this area, because in the main they tend to be primary producers, which we are not. So if we can get close to a cheese manufacturer or a bread manufacturer."

The York Food and Drink festival was set up four years ago. All the producers who exhibit here, although not directly vetted by the organizers, are part of local collectives, who set their own standards. As well as stores, the festival also runs seminars and discussions on food issues. York restaurateur Michael York thinks that this side of the fair is as important as the food and entertainment.

For example Math came here and staged an important seminar on protecting regional foods during the festival. And that sort of thing although it's fairly low key is very important for adding credibility and weight.

2'05"

Text 2

Rail strike

Interviewer This week marks the first anniversary of one of the longest-running disputes in the history of the rail industry. Conductors, or used to be known as guards, at Arriva Trains Northern have been in dispute with the company over pay for the past year. So far it has resulted in 25 days of strike action.

For an almost negligible service on the strike days at the beginning the company now claims to be serving 75% of its routes. However, not all of these are trains. Some are replacement buses. And on the lines which are operating the trains usually finish in the early evening. We asked Tony Miles from Modern Railways Magazine to take close look at what the train operator had lost and gained on strike days.

Miles For every day that there is a strike, Arriva Trains Northern is paying out for leasing for every train that it's got in its fleet even the ones that don't operate. Back in 1998 we know that it cost around a quarter of million pounds a year to lease a two-car train that's used on Trans-Pennine express route. That's about 750 pounds a day.

Interviewer And it's not only the trains that have to be paid for.

Miles Arriva Trains Northern pay a flat rate to Network Rail for permission to run on the tracks, the track access charge. The latest figures we have for 2001 that they pay around a 100 million pounds a year for that. So that works out as 274,000 pounds a day, and if they run just half of the services they'd still be paying 135,000 pounds a day for trains that are running on the network.

Interviewer But it's not all bleak. There's some savings to be had. For instance, about 80 pounds a day on Diesel for each train set on the sidings. And then there's some staff cost to be saved.

Miles They're saving on not having to pay the guards who are on strike, obviously. So that they might save 30-40,000 pounds a day on pay, but they're still having to pay for the drivers who turn up for work, the station staff, the cleaners, the maintenance engineers, everybody else who turns up for work, their pay has to be there.

1'58"