



ANTALYA BİLİM
ÜNİVERSİTESİ

ENGLISH LANGUAGE TEACHING PROGRAM

SAMPLE PROCIENCY EXAM

READING

CLASS : _____

STUDENT NAME&SURNAME : _____

STUDENT ID NUMBER : _____

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Text 1

Do men and women understand the same things from the spoken word? Judging by the misinterpretation, misunderstanding and false assumptions that can arise from a single simple sentence, there are serious reasons for doubt. In fact, it is better to put it even stronger. Do we even speak the same language?

First-and going against the general impression-men use language more. "Like everyone else, I used to believe that women were the talkative sex," says Dale Spender, a sociolinguist. "But when I analyzed the results of over one hundred and forty recorded conversations between men and women, the result was quite the opposite. Whether we're talking about social gatherings or business meetings, one element never changes: in any conversation with a man, a woman who talks more than a third of the time is seen as talking too much."

Nowhere is this more obvious than on radio or TV talk shows. One host, Robert Robinson, once said, "it's difficult to find the right kind of woman to participate in my program. Most of them can't stand up to me and so stay silent. They also find interrupting a bit tricky." On one occasion, a well-known female thinker became so cross and unhappy at being what she regarded as "shouted down" that she remained silent for the last fifteen minutes of the program. Even those women who are perfectly able to defend their opinions in a conversation are noticeably less talkative than their male counterparts.

Another female characteristic is the belief that conversation should be a mutual exchange rather than an attempt to dominate the other person. According to sociologist Jennifer Coates, when a woman in a group raises a topic, the others will encourage, sympathize or elaborate. The next female speaker may enlarge on some point, add a personal story, or simply make 'Go on' signals. But one thing she won't do is openly contradict the previous speaker and suddenly change the subject. But men in a group with women often get tired with what they see as the slow build-up of a topic." The tried and tested method of avoiding this hazard is doing what most women hate: interrupting.

"The effect constant interruption has on women is that they become silent," says Dr. Coates. It isn't only that men view conversation as a contest; they also have a different style of communicating. "We all think we know what a question is. But with men and women it triggers different reactions. Men think questions are requests for information, whereas women think they are part of the way in which a co-operative conversation works. If a woman asks a man a question, she's trying to keep the conversation going, while the man thinks this is a request for information, so he gives her a lecture." In social situations, this different view of the polite inquiry can often cause bad feelings. The woman thinks, 'What is he talking about? I didn't want a lecture on company accountancy,' and the man thinks, 'Why is she looking so annoyed? If she didn't want to know, why did she ask?'"

Although women have much greater sensitivity to what the other person is feeling, it is equally true that, in situations where power is concerned, the male style is the norm. "Male language allows them to have clear goals, stick to decisions, answer directly, seem confident and assert themselves," says Natasha Josefowitz, author of *Paths to Power*. "Women say 'I think I can', where men say, 'I can'. And though the woman may be right -who knows if she can carry out a particular task until she is doing it? - what employers look for is confidence." In female conversation, this general hesitance emerges in the use of 'soft' phrases such as 'I wonder if I might ...?', and 'Perhaps this isn't the moment to disturb you but ... ' instead of the simpler expressions 'Please may I...?' or 'Can I come in?'. The reason for such differences is something that frequently makes male English a rather different language from the female version of English: most men use language to hide their feelings whereas women see it as a means of expressing their emotions.

Answer the questions below based on 'Text 1'. Choose the correct option for questions 1-4 and answer question 5 in less than 25 words.

1. Before Dale Spender carried out her research, she _____.
 - a. intended to show what made women aggressive
 - b. thought she knew what the outcome would be
 - c. realized men tended to speak more than women
 - d. wanted to discover the situations where men spoke most

2. Robert Robinson complained that many women appearing on his show _____.
 - a. tended to be too talkative
 - b. didn't like his silent manner
 - c. were unable to cope with him
 - d. kept interrupting him

3. According to Dr. Coates, in a mixed group of speakers, _____.
 - a. women tend to encourage interruption
 - b. men tend to build up the topic slowly
 - c. women discuss boring topics
 - d. men experience feelings of boredom

4. According to the article, _____.
 - a. men use more complex sentences in a conversation than women
 - b. women tend to dominate the other person in a conversation
 - c. men regard conversation as a struggle for victory
 - d. women are interested in asking men questions in a conversation

5. What behavior is **NOT** expected from women according to Jennifer Coates?

Text 2**Reducing Urban Air Pollution from Transport**

1. Across the globe, urban areas are experiencing increasing levels of air pollution, and one of the main contributors is transportation. Cars, buses, and trucks running on fossil fuels emit harmful gases such as nitrogen dioxide and carbon monoxide, along with fine particulate matter. These pollutants not only damage the environment but also pose significant health risks to people living in densely populated cities. In fact, the World Health Organization estimates that air pollution causes around seven million premature deaths globally each year, a large proportion of which are linked to urban transport systems.

2. One of the reasons for this persistent problem is the dependence on private vehicles. In many large cities, public transportation is either underdeveloped or perceived as unreliable. As a result, people prefer the convenience and comfort of their own cars, even for short journeys. Unfortunately, **this** leads to traffic congestion, longer commute times, and higher emissions. Furthermore, older vehicles, which are still commonly used in low- and middle-income countries, often lack modern emission control technologies, making them even more polluting.

3. In response to the growing crisis, city planners and governments have begun to introduce a range of policies aimed at reducing transport-related pollution. One common approach is the implementation of low-emission zones, where only vehicles that meet specific emission standards are allowed to enter. For example, London charges higher fees for older, more polluting cars within certain areas of the city. Similarly, many European cities are investing in cycling infrastructure and pedestrian-friendly zones to encourage alternative modes of transport.

4. A more transformative solution involves transitioning to electric vehicles (EVs). EVs produce no direct emissions and are increasingly being seen as a sustainable alternative to gasoline-powered cars. Some governments offer financial incentives, such as tax breaks and subsidies, to promote the purchase of EVs. In Norway, for instance, over 80% of new car sales in 2023 were electric, thanks to strong government support and a well-developed charging network. However, EVs are not a perfect solution. They still rely on electricity, which may come from non-renewable sources, and the production of EV batteries can be environmentally damaging.

5. Another effective strategy is improving public transport systems. Investments in metro lines, electric buses, and smart scheduling can make public transit more appealing. In Bogotá, Colombia, the Bus Rapid Transit system has reduced both travel times and emissions by providing fast and reliable service. However, implementing such systems requires significant financial resources and careful urban planning. Without long-term commitment from both governments and citizens, these solutions may not have the desired impact.

6. Addressing urban air pollution requires a multi-pronged approach that combines technology, policy, and behavioral change. While switching to cleaner vehicles and investing in public transport are vital, so too is changing public attitudes. Citizens need to be aware of the health risks associated with pollution and be willing to adjust their habits. Only through collective effort can cities become healthier and more sustainable for future generations.

Choose the correct option for the questions below based on 'Text 2'.

6. What is the main idea of **paragraph 1**?

- a. Fossil fuels are the leading cause of all global health problems.
- b. Transportation is a major source of dangerous air pollution in cities.
- c. The World Health Organization is trying to reduce vehicle use in cities.
- d. Carbon monoxide is the most harmful gas produced by urban vehicles.

7. Which of the following best explains why people continue to use private vehicles despite the negative effects mentioned?

- a. Car ownership is encouraged by most governments.
- b. Public transport is often seen as inefficient or inconvenient.
- c. Most people are unaware of the seriousness of air pollution.
- d. There are few alternatives to diesel-powered vehicles.

8. Which of the following best evaluates a potential limitation of current urban anti-pollution policies as described in **paragraph 3**?

- a. They mostly improve traffic flow rather than reduce pollution.
- b. They punish car owners financially without offering alternatives.
- c. They rely heavily on technological solutions like electric vehicles, which are costly.
- d. They may reduce emissions in specific areas but don't guarantee long-term behavior change.

9. What is the author's main argument in **paragraph 4** about electric vehicles (EVs)?

- a. EVs are a positive development but still raise environmental concerns.
- b. EVs are no better than gasoline vehicles in solving pollution problems.
- c. EVs can replace all other forms of urban transport if supported properly.
- d. EVs are the most affordable and widely adopted clean transport option today.

10. How does the example of Bogotá support the argument in the text?

- a. It proves that public transport alone cannot solve traffic-related air pollution.
- b. It illustrates that developing countries struggle more with enforcing environmental policies.
- c. It demonstrates how investment in public transport can reduce emissions.
- d. It suggests that expanding car access is the best way to improve urban mobility.

ANSWER KEY

SAMPLE PROFICIENCY EXAM

READING PART

TEXT 1

1. B (1 pt)
2. C (1 pt)
3. D (1 pt)
4. C (1 pt)
5. The student needs any one of the following (1 pt):
 - Contradicting the previous speaker
 - Suddenly changing the subject.

TEXT 2

6. B (1 pt)
7. B (1 pt)
8. D (1 pt)
9. A (1 pt)
10. C (1 pt)