LCT Prüfung 2024

Part 1

(Audiotrack: QR-Code rechts / Aufgaben S. 1)

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Charlie:	Excuse me.
Receptionist:	Yes, how can I help you?
Olivia:	We want to explore the city, and we were thinking of renting an e-scooter.
Receptionist:	Oh yes, e-scooters are a very practical idea for visitors and the weather is fine today.
Charlie:	Yes, it's a convenient alternative to cars or public transport. You see lots of e-scooters on the
	roads where we come from.
Receptionist:	Yes, here in Dublin, too.
Olivia:	We would like to ask what the rules are for e-scooters here in Ireland.
Receptionist:	Towns and cities can set their own speed limits for e-scooters, ranging between 6 and 25
	kmph on specified roads or parts of roads. Here in Dublin the limit is 20 kmph.
Olivia:	Okay, and do people ride e-scooters on the pavement here?
Receptionist:	You are not allowed to ride e-scooters on pavements, on motorways or in bus lanes, but you
	are allowed to ride them on cycle tracks and, if there's no cycle track, on the road.
Charlie:	Okay. Do you know how much it costs to rent an e-scooter?
Receptionist:	It depends on the provider. Each provider has its own app with which you can rent its scooters.
Charlie:	Can you recommend a provider?
Receptionist:	I'd recommend SCOO-DUB. The app is easy to handle and it's one of the cheapest.
Olivia:	Do you know what their prices are?
Receptionist:	Let me have a look. I think we have a flyer here somewhere. Ah, yes, here it is.
Charlie:	(he reads) Mmm, It says here that it costs one euro per day to unlock an e-scooter and then
	15 cents per minute. I think that's okay. We wouldn't need the e-scooter the whole day, but only
	to get from one place to another.
Olivia:	"Delivery and pick-up of the electric scooter at select Dublin hotels and youth hostels," that's
	really convenient but I don't think we need that.
Charlie:	It says here that if you book a one-day tour the helmet is also included in the price.
Receptionist:	Yes, SCOO-DUB offers a good service and alwavs gets good reviews.
Charlie:	Well let's use SCOO-DUB then. So, we only have to download the app, sign up, give payment
	details and then follow the instructions.
Olivia:	It all seems very simple. We can find the nearest e-scooter on the map in the app, then scan
Decentionist	Ine UK code to unlock II, then we can ride away.
Receptionist:	It is very important when you're done, that you park in a designated parking spot of find a
Charlie	Sale place on the pavement away from pedesthans.
Charne.	Puthe way have ald are you? You have to be 16 to rept on a secondar
Receptionist:	by the way, now on are you? You have to be to to rent an e-scooler.
Unvid.	No problem, both or us have just turned 19.
Receptionist.	so, the name of the app is sooo-boos riash, download the app and you are

Part 2

(Audiotrack: QR-Code rechts / Aufgabe S. 2)

Audioguide: It's official; electric scooters are taking over our cities. But did you know that the first electric scooters appeared on the streets over a century ago? Today, electric scooters are one of the best ways for commuters to get to the office without needing public transport. But these means of transport are also perfect for anyone who wants to enjoy a convenient lifestyle. And it's clear that scooters will continue to grow in popularity, as they're also affordable. But let's find out a bit about the development of e-scooters. In the 1800s, the industrial revolution completely changed how people worked and lived. By the early to mid-1800s, steam

trains were quickly becoming the new means of transport, taking over from the traditional horse and cart. Then another development came along – the velocipede. When pedals and a

chain were added, this became the bicycle that we all know today. Then came kick scooters and, at the beginning of the twentieth century, an inventor created a motorised scooter, the "Autoped". In many ways, it was similar to the electric scooters we are familiar with today, but it had some differences. For example, these first motorised scooters had their motor over the front wheel and they were far heavier than the handy e-scooters we have now.

In 1916 the inventor set up a factory in Long Island, New York, to manufacture the scooters and sell them for \$ 100, which would be equivalent to \$ 2,718 today. The device had a petrol engine, and the company believed that the "Autoped" would revolutionise short trips. But it could not compete with motorised bikes and motorcycles, which were growing in popularity at the same time. And even these were overtaken by the development of the motor car, which offered a more convenient and flexible means of transport. However, the "Autoped" had made its mark in history and it paved the way for the modern electric scooter.

While cars, electric bicycles, and motorbikes continued to develop, the motorised scooter was almost forgotten. Until the 1980s, when an American got a patent for his gas-driven scooter, and launched a revival of interest and innovation in scooter technology. (fade out) In 1991 the lithium-ion battery was invented and this led to the e-scooter we are all using today.

Part 3

(Audiotrack: QR-Code rechts / Aufgabe S. 3)

Charlie:	Hm, that was very informative about transport in the past and the future. The next twenty years are going to be exciting, if that is the right word
Olivia:	True. But, with the increasing environmental problems, our forms of public transport will have to change in the near future.
Charlie:	And once again it's the poorer people who will suffer most from these changes. You know, in the past people who couldn't afford a bus or train ticket had to use bicycles to get from A to B quickly. In the near future many people might not have the money to travel in their own car because fuel prices are high. And battery-powered cars are still expensive.
Olivia:	(annoyed with his narrow perspective) Ah, Charlie, we need to look further into the future. I think gasoline-operated cars will die out anyway in the next few decades. Remember that section of the museum with the e-scooters? It was interesting to see that only a very few resources are needed to produce them. That's a more sustainable solution, at least for towns and cities. And the ideas of the university scientists impressed me a lot. I'd love to fly over the rooftops in a hydrogen-powered taxi drone
Charlie:	Oh, Olivia. The science-fiction ideas of those scientists really have an impact on you. But I agree with you. Cars, as we know them today, will die out sooner or later. In the future these cars could perhaps be replaced by automated shuttles.
Olivia:	Yeah, like those projects with the "driverless" buses in Finland and France. I didn't really under- stand how they worked.
Charlie:	What we really need is to redesign our way of life completely. As we saw in that smart-city project built around the concept of efficiency and optimised use of energy. It is powered 100% by renewable energy and has a free, and exclusively underground public transport system.
Olivia:	Yes, that was very interesting. Especially that underground system for transporting goods by high-speed trains, with average speeds of over 500 kmph.
Charlie:	But how realistic is it as a solution for our present situation? We would need to completely rebuild our towns and cities based on such an underground infrastructure. Is it really practicable?
Olivia:	I don't know. It would certainly cost a lot to modify our towns and cities. They have grown over the centuries in a very unstructured way. But there must be some aspects of smart cities that we can make use of. We have to do something.
Charlie: Olivia:	Weil, what I have to do now is to eat something, I'm starving. Me too.





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