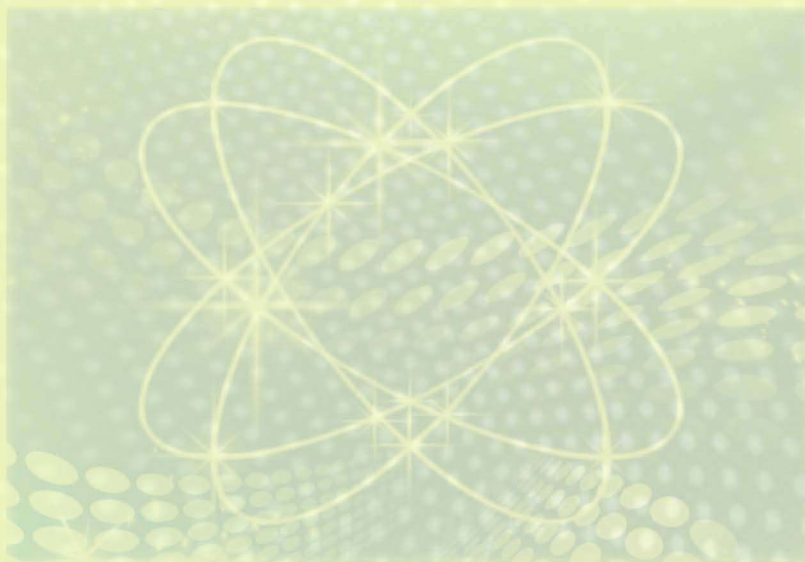


新核心大学英语

新核心大学英语

阶梯阅读. 4

袁卫民 黄雁鸿 金双军 主编



上海交通大学出版社

内容提要

本书包括八个单元,每个单元包括五篇阅读材料。两篇短篇篇文章长度为200~500词,两篇长篇文章长度为700~1 200词,最后一篇文章是关于中国文化的,文后不设习题,主要是帮助学生了解中国历史文化的英语表达方式,提高他们对外交流能力。阅读材料的内容突出知识性,涉及自然学科和人文学科,体裁以说明文和议论文为主。

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前言

21世纪以来,我国相继出版了一批优秀的大学英语教材。如果说这些教材都是以趣味性、可思性、文学性和人文性为课文选材原则,提倡人文素质教育的话,那么《新核心大学英语》系列教材将在这些方面有一个新的突破。

2013年出版的《新核心大学英语快速阅读》系列教材得到广大师生的充分肯定。随着大学英语改革的推进,随着英语四、六级考试改革的深入,我们及时对其进行了改版,出版这套《新核心大学英语阶梯阅读》教材。

一、教材编写依据

《新核心大学英语阶梯阅读》是以《新核心大学英语读写教程》为依托,从内容上对《新核心大学英语快速阅读》做进一步改进,提倡科学素质教育,以 content-based 为编写原则,文章选材上偏向提高学术能力的科普性文章。

目前,我国大学英语教学不再是单单打基础的阶段,不再是单纯地为学语言而学语言,而是趋向于与某一方面的专业知识或某一个学科结合的发展方向结合起来,换句话说,大学英语应当与学生的专业内容结合起来,这样才能体现新时期语言教学中的“需求分析”原则。《新核心大学英语阶梯阅读》正是为了适应我国大学英语教学转型要求而编写的,是为了帮助大学生达到《大学英语课程教学要求》中阅读部分的一般要求、较高要求和更高要求而编写的一套具有鲜明时代特色的大学英语教材;是培养学生查阅学术文献能力的需要,培养学生在较短时间里通过快速阅读,查到自己所需要的信息。

二、教材结构框架

《新核心大学英语阶梯阅读》是《新核心大学英语》主干教材的配套教材,包括《新核心大学英语阶梯阅读 基础级》、《新核心大学英语阶梯阅读 1》、《新核心大学英语阶梯阅读 2》、《新核心大学英语阶梯阅读 3》、《新核心大学英语阶梯阅读 4》五册。《新核心大学英语阶梯阅读》系列教材旨在培养学生语篇信息查找能力,训练学生快速阅读能力以及水平考试中阅读理解文章的能力。

每册包括八个单元,每个单元包括五篇阅读材料。教材中每个单元所选阅读材料基本与《新核心大学英语读写教程》相应单元的主题内容一致,难度略低于《新核心大学英语读写教程》,两篇短文长度为200~500词,两篇长篇文章长度为700~1 200词,最后一篇文章是关于中国文化的,文后不设习题,主要是帮助学生了解中国历史文化的英语表达方式,提高他们对外交流能力。阅读材料的内容突出知识性,涉及自然学科和人文学科,体裁以说明文和议论文为主。

三、教材使用说明

作为《新核心大学英语读写教程》的配套使用教材,我们建议《新核心大学英语阶梯阅读》每个单元的总学时数不少于2个课时,课内学时数不少于1个学时,学生课外自主阅读时间不少于1个学时。在每周大学英语课堂教学中教师根据具体授课进度、单元主题内容指定《新核心大学英语阶梯阅读》中相应的文章让学生进行阅读训练,教师也可以将本系列教材作为学生课后自主阅读的材料,教师对学生自主学习过程进行监督与评价。

编 者

2014年3月

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Unit 1 Urban Transportation Nucleus

Passage 1

Time Taken: _____ minutes

Impacts of Non-Motorized Transport

The use of NMT (non-motorized transport) in cities generates numerous social, economic and environmental benefits. Indeed, the existing evidence has consistently shown that the benefits of expanding NMT use outweigh the related costs by large margins. For instance, in Amsterdam (the Netherlands)^①, the overall benefit-cost ratio of improving bicycle **infrastructure**⁽¹⁾ was estimated to be 1.5 : 1 while similar calculations for Delhi (India)^② and Bogotá (Colombia)^③ estimated the ratio to be 20 : 1 and 7 : 1, respectively.

A major advantage of NMT is that it reduces energy consumption, greenhouse gas emissions and pollution (air, water and noise) substantially, as it does not rely on fossil fuels unlike other modes of transport in cities. Furthermore, as NMT requires significantly less road space and parking, it enables the preservation of natural habitats and open spaces. Cycling and walking can also directly provide the daily physical activity required for a healthy lifestyle. Negative health impacts have been observed where the share of NMT in urban areas is encroached on by motorization.

Importantly also, the movement of passengers through NMT supports urban livelihoods in developing-country cities. For instance, 20 percent of the population in Dhaka, Bangladesh^④, rely on **rickshaw**⁽²⁾ pulling for their livelihood, while figures of 5–10 percent have been reported in the Indian cities of Kolkata, Chennai, Delhi and

Guess the meanings of the following words from their context.

- | | | | | |
|--------------------|---------|--------|--------|-------|
| (1) infrastructure | A. 基础设施 | B. 结构 | C. 红外线 | D. 棚子 |
| (2) rickshaw | A. 风险 | B. 人力车 | C. 小树林 | D. 反弹 |

Hyderabad^⑤. This source of livelihood is particularly important in smaller cities with limited public transport services and narrow streets.

Yet, despite generating enormous benefits in cities, NMT is **constrained**⁽³⁾ in a number of ways. Perhaps most critical is the risk of injury, with pedestrians and cyclists constituting more than 27 percent of those killed in road traffic accidents globally, rising to a third in low-and middle-income countries. Globally, 400,000 pedestrians are killed annually and vulnerability is **accentuated**⁽⁴⁾ in specific regions such as Africa where 38 percent of those killed in traffic accidents are pedestrians.

NMT faces the added challenge of being marginalized in urban planning and investments, partly due to an absence of adequate information and data. External loan financing in many developing countries tends to favor large projects, metro systems and BRT (Bus Rapid Transit) systems. Data on NMT are also often under-presented in transport data, resulting in low planning priority (given the reliance of policy-making on mobility data). Pedestrians and cyclists may thus be easily overlooked in planning at the expense of motorized transport.

Related to the above, the negative public image of NMT, especially in developing countries, is an additional factor in its neglect in planning. Among users themselves, the **stigma**⁽⁵⁾ of poverty leads many to shift to motorized transport when their incomes rise. For authorities, development and modernity are associated with technology and motorized transport. Promotion of NMT may thus not be considered commensurate with development. (456 words)

Abridged and revised from

Planning and Design for Sustainable Urban Mobility, Global Report on Human Settlement 2013, UN-HABITAT

(3) constrain	A. 下定义	B. 压缩	C. 建造	D. 限制
(4) accentuate	A. 加速	B. 扩大	C. 使突出	D. 减少
(5) stigma	A. 耻辱	B. 特征	C. 光荣	D. 优势



Select the most appropriate answer for each of the following questions.

- (1) Which of the following is not true about NMT?
- A. It reduces energy consumption as it does not rely on fossil fuels.
 - B. It requires less road space and parking.
 - C. It helps the preservation of natural habitats and open spaces.
 - D. Cycling and walking are a high priority for developing countries.
- (2) It can be inferred from the third paragraph that _____.
- A. NMT provides needed employment in developing-country cities
 - B. about one fifth of the population in Dhaka, Bangladesh rely on rickshaws to go to work
 - C. 20 percent of the population in developing countries rely on NMT for their livelihood
 - D. public transport services are not available in developing-country cities
- (3) NMT is constrained in a number of ways because _____.
- A. pedestrians and cyclists constitute less than 27 percent of those killed in road traffic accidents globally
 - B. pedestrians and cyclists are killers
 - C. 38 percent of those killed in traffic accidents are pedestrians in low-and middle-income countries
 - D. of the higher risk of injury to pedestrians and cyclists
- (4) External loan financing in many developing countries tends to _____.
- A. support NMT
 - B. prefer large projects like metro systems and BRT (Bus Rapid Transit) systems
 - C. favor pedestrians and cyclists
 - D. overlook motorized transport
- (5) What can be inferred from the last paragraph?
- A. NMT is not given priority in urban planning partly due to its negative public image.
 - B. Poor people like to use NMT.
 - C. Development and modernity are associated with technology and motorized transport.
 - D. NMT is given priority in urban planning.

Notes

- ① Amsterdam (the Netherlands): 阿姆斯特丹, 荷兰首都。
- ② Delhi (India): 德里, 印度第三大城市, 其南部即为印度首都新德里。
- ③ Bogotá (Colombia): 波哥大, 哥伦比亚首都。
- ④ Dhaka, Bangladesh: 达卡, 孟加拉国首都。
- ⑤ Indian cities of Kolkata, Chennai, Delhi and Hyderabad: 印度城市加尔各答, 金奈, 德里和海得拉巴。

Passage 2

Time Taken: _____ minutes

The City of Melbourne

The City of Melbourne^①, Australia is the municipality at the centre of greater metropolitan Melbourne and contains the Central Business District and many of the cultural, academic and sporting institutions of Melbourne. In 2009 there were around 2.1 million trips per day to, from and within the City of Melbourne. This number is predicted to increase to around 3.3 million by 2030 as more people come to live, work and play in the city. Currently, travel to the city occurs largely by public transport (46%) and private car (47%). Cycling is the fastest growing mode **comprising**⁽¹⁾ 11% of all vehicles on roads and paths in the morning peak. The mode share of cars in the inner

Guess the meanings of the following words from their context.

(1) comprise A. 组成 B. 增加 C. 导致 D. 制约



city has been declining since 2004.

Melbourne has an international reputation for the quality of its walking environment. Within the central city, walking is the **predominant**⁽²⁾ mode comprising 88% of all trips. Recent growth in public transport use has highlighted the need to significantly expand public transport services. Managing the complex and changing interactions between different modes (trams, buses, pedestrians, bicycles, cars, freight vehicles) in a small, busy central city area requires high levels of cooperation as well as **sophisticated**⁽³⁾ analysis to ensure that the city is operating as efficiently as possible and is supporting the range of diverse land uses and activities that occur there. The strength and vibrancy of the city is enhanced by the strong and symbiotic relationship between different land uses and their proximity to each other. The role of pedestrians in the city is extremely important and growing. Walking links jobs and other activities to the public transport system as well as being a key transport mode for shopping and business trips in areas where financial service businesses are **clustered**⁽⁴⁾.

Melbourne is demonstrating that investments in public transport infrastructure can and will stimulate more pedestrian activity. In June 2012 the City of Melbourne **committed**⁽⁵⁾ USD^② 5 million to construct new bicycle lanes in the central city. A new 4-year bicycle plan for the City of Melbourne is nearly complete and a pedestrian strategy is being developed this year. Melbourne Metro, a major new rail system through the centre of the city, is a priority project for the Victoria Government. The city's program of invigorating city laneways has generated a fine grain network of interesting walking routes which has stimulated retail and dining business in the central city. Melbourne's traditional spine, Swanston Street, is one of the busiest tram (有轨电车) corridors in the world. Melbourne is about to complete the USD 25 million

(2) predominant	A. 传统的	B. 常见的	C. 占主导地位的	D. 先进的
(3) sophisticated	A. 世故的	B. 精密的	C. 自动的	D. 完全的
(4) cluster	A. 群集	B. 繁荣	C. 形成	D. 制造
(5) commit	A. 犯	B. 承诺	C. 监禁	D. 调拨

conversion of this road into a car-free tram and bicycle mall linking a series of high quality pedestrian spaces. (442 words)

Abridged and revised from
Transport and Mobility Snapshots, Report from the United Nations Advisory Committee of
Local Authorities: 2011–2012

Select the most appropriate answer for each of the following questions.

- (1) About the City of Melbourne, which of the following is NOT true according to Paragraph 1?
 - A. The City of Melbourne contains the Central Business District and many of the cultural, academic and sporting institutions of Melbourne.
 - B. The private car is the fastest growing mode of all vehicles on roads and paths in the morning rush hour.
 - C. The mode share of cars in the inner city has been in decline for many years.
 - D. By 2030 there will be more people living, working and playing in the city of Melbourne.
- (2) Managing the complex and changing interactions between different traffic modes in a small, busy central city area requires _____.
 - A. the strong and symbiotic relationship between different land uses and their proximity to each other
 - B. the city to operate efficiently
 - C. the cooperation of all transport and planning bodies
 - D. diverse land uses and activities
- (3) It can be inferred from Paragraph 2 that _____.
 - A. integrating transport and land use is becoming ever more important as the city grows
 - B. walking is the most common mode for all trips in the City of Melbourne
 - C. public transport services are not convenient in the City of Melbourne
 - D. pedestrians play an important role in enhancing the international reputation of the City of Melbourne
- (4) Which of the following statements is not true about the City of Melbourne?

- A. It committed USD 5 million to constructing new bicycle lanes in the central city in June 2012.
- B. It implemented a new 4-year bicycle plan for the City of Melbourne.
- C. Constructing a new rail system through the centre of the city is a priority project.
- D. It ignored the retail and dining business in the central city.
- (5) What can NOT be learned from the passage?
- A. The quality of the walking environment is superb in the City of Melbourne.
- B. The role of pedestrians in Melbourne is extremely important and growing.
- C. Melbourne's case shows that investments in public transport infrastructure can and will stimulate more pedestrian activities.
- D. The City of Melbourne overlooks investments in public transport infrastructure.

Notes

- ① Melbourne: 墨尔本, 澳大利亚维多利亚州首府, 澳大利亚第二大城市, 简称墨城, 是繁华的国际大都市之一。
- ② USD: 美元。

Passage 3

Time Taken: _____ minutes

Directions: *In this section, there is a passage with ten blanks. You are required to select one word for each blank from a list of choices given in a word bank following the passage. Read the passage through carefully before making your choices. Each choice in the bank is identified by a letter. Please mark the corresponding letter for each item. You may not use any of the words in the bank more than once.*

Cities have a crucial role to play in the creation of green economies that are pro-environment, pro-growth and pro-jobs. They can do this by improving economic competitiveness, being (1) in spatial planning and planning around landscape ecologies. As the boundaries of each city's reach are difficult to define, such activities tend to focus on the city region, i.e. the area most associated with economic activity and resource (2).

Carbon emissions tend to increase alongside urban populations, but some countries like Germany and Sweden have been able to (3) this trend. Typically, per capita emissions from cities are lower than those for the country as a whole, though the opposite is true in some less developed countries. Increasing concern about climate change and emissions has seen the costs of renewable energy technologies (4), while resource-intensive conventional energy technologies are becoming more expensive.

There are seven operational strategies that can help cities make a (5) toward a green economy, and have proven to be successful in examples from around the world: Embrace land mosaic patterns that provide for large green patches and more (6) urban development; promote compact cities and planned extension of urban areas; balance strategic facilities with (7) local economic opportunities; expand network infrastructure while getting the most out of existing networks; construct greener built environments that use water and energy (8); protect valuable ecosystem services and biodiversity hot spots while increasing resilience to some natural disasters; promote clusters of green industries and green jobs.

Challenges faced by those wishing to advance green economies include fragmented local governments with unclear (9), small-scale isolated networks that fail to influence the mainstream, and issues of measuring progress. Realizing the seven strategies will (10) supportive policy, capacity building,



knowledge transfer, documentation, etc. (298 words)

Abridged and revised from

What Does the Green Economy Mean for Sustainable Urban Development? Expert Group Meeting 17–18 February 2011, UN-HABITAT

- | | |
|--------------------|------------------------|
| (A) reverse | (I) decreasing |
| (B) transition | (J) diversified |
| (C) strategic | (K) rapid |
| (D) accelerating | (L) efficiently |
| (E) reform | (M) sustainable |
| (F) flows | (N) responsibilities |
| (G) absolutely | (O) shift |
| (H) require | |

Passage 4

Time Taken: _____ minutes

Directions: *In this section, you are going to read a passage with ten statements attached to it. Each statement contains information given in one of the paragraphs. Identify the paragraph from which the information is derived. You may choose a paragraph more than once. Each paragraph is marked with a letter.*

Informal Transport in the Developing World

- A** Shuttling through the streets of Bangkok,^① Lagos,^② and other cities of the developing world are fleets of small, low-performance vehicles driven by private operators that serve low-income neighborhoods. In some places, environmental-friendly, pedal-powered modes, like the pedicabs of Manila,^③ provide lifts between markets and squatters whose narrow alleys and walkways are impenetrable by motor vehicles. And in increasing numbers of cities and towns around the world, dozens of young men on mopeds and motorcycles congregate at major intersections, offering feeder connections between mainline bus routes and nearby neighborhoods for a reasonable fare. These privately operated, small-scale services are varyingly referred to as “paratransit”, “low-cost transport”, “intermediate technologies”, and “third-world transport”. The term adopted in this study is “informal transport”, for this term best reflects the context in which this sector operates — informally and illicitly, somewhat in the background, and outside the officially sanctioned public transport sector.
- B** In spite of such transgressions, in many cases the informal transport sector is tolerated by public authorities, allowed to exist as long as it remains more or less “invisible” to most motorists, confined to low-income neighborhoods. Often, however, patrol officers and local “bosses” must be paid off for the right to operate on their “turf”. Informal transport is just one of many sectors of the underground economy that thrives in many third-world countries.
- C** Informal transport services are notable for their role as “gap fillers”. They exist in large part to fill service voids left unfilled by formal public transport operators. Rapid motorization, poor road facilities, and the inability to strategically plan for the future have given rise to horrendous levels of traffic congestion and air pollution in many mega-cities of the developing world. Formal public transport services are rarely up to the task of satisfying escalating demands for travel. Most public transport operators exist as protected monopolies, and accordingly lack