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“读写”并进

—— 雅思写作新思维



华中科技大学出版社

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华中科技大学出版社

中国·武汉

图书在版编目(CIP)数据

“读写”并进——雅思写作新思维/邢理平 王 昭 主编. —武汉:华中科技大学出版社,2009年6月

ISBN 978-7-5609-5380-9

I. 读… II. ①邢… ②王… III. 英语-写作-高等教育-自学参考资料 IV. H315

中国版本图书馆 CIP 数据核字(2009)第 084036 号

“读写”并进——雅思写作新思维

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策划编辑:刘 平 袁 冲

责任编辑:刘 平

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责任监印:熊庆玉

出版发行:华中科技大学出版社(中国·武汉)

武昌喻家山 邮编:430074 电话:(027)87557437

录 排:华中科技大学惠友文印中心

印 刷:华中科技大学印刷厂

开本:787 mm×1092 mm 1/16

印张:20

字数:518 000

版次:2009年6月第1版

印次:2009年6月第1次印刷

定价:37.80元

ISBN 978-7-5609-5380-9/H·673

(本书若有印装质量问题,请向出版社发行部调换)

内 容 提 要

本书以 2004—2008 年历年雅思写作真题为基础,通过分析比较,将考题分类,每类又细分为若干小节,均包含历年雅思真题分析、背景文章阅读及语言练习三部分。本书以美国著名应用语言学家斯蒂芬·克拉申(Stephen Krashen)提出的“输入假设”这一第二语言习得理论为理论基础。根据这一理论,编者认真遴选文章 124 篇,每小节都有 2~5 篇富含观点的文章可供阅读,保证了足够的语言输入。所选文章不仅全部围绕雅思话题,而且难度适中,兼顾了新颖性、知识性和趣味性,十分适合雅思写作得 5 分左右的学习者阅读。基础相对薄弱的考生,可以重点看布局谋篇;基础扎实的考生,可以重点看观点和分论点。所有文章均为英美作者原文,有助于考生从不同视角和思维方式来看待所考话题,并了解西方人对各个话题的看法和观点。重点词汇和难度较高的词汇本书均有注释。

前 言

近年来,雅思考试在全球的认可度越来越高,考生人数呈直线上升趋势,每年考生人数达到近 700 000。在中国,雅思考试也越来越受到考生欢迎。作为目前全球范围内唯一能真正反映学生英语实际运用能力的考试,雅思已经成为全球语言考试的风向标,已经确立了在全世界语言测评领域的相应地位。其科学性和严谨性也对我国大学四、六级考试、研究生考试,甚至是托福考试都产生了一定的影响。

根据历年的考试情况,我们发现中国考生在阅读和听力方面表现较好,而写作和口语却很不理想。这样的结果与我国传统的重阅读和听力、轻口语和写作的英语教育思维有关。2007 年的雅思留学类均分仅为 5.37,分数由高到低依次是阅读、听力、口语、写作。作文均分为 5.13 分,低于平均分,并且比 2006 年又下降了 0.1 分。究其原因,许多考生很少关注社会热点,平时缺乏思考,甚至不知道从何思考,言之无物。另外,中式思维,缺乏谋篇布局能力,在 40 分钟以内用非母语表达与众不同的思想是有难度的。

从英语教学的角度来讲,写作一直是中国学生的弱项,而在雅思考试中学生的这一表现尤为突出。纵观雅思写作近几年的考题,似乎每一年都有变化,经仔细分析,多数考题在本质上是相同的,而学生的弱点在于无法发现这些题目的相同点,不懂得分析题目,经常受到题目中某些词的干扰而无法获得准确的内在信息,因此尽管花费了很多精力却事倍功半。另外,由于学生知识涉猎的范围有限,社会交往和经验较少,从而导致了学生在看到题目时没有观点和想法,更不知如何下笔了。

写作能力的提高与大量的语言输入是密不可分的。美国应用语言学家斯蒂芬·克拉申(Stephen Krashen)1985 年提出了“输入假设”等第二语言习得的理论。“输入假设”是指当一个学习者接受了刚刚超过他现有水平的第二语言输入时,他的语言水平就会遵循自然顺序取得进步。当他不断地大量接收此类“可理解输入”后,他就逐渐习得这一语言了。根据该理论,实现最佳语言输入必须具备以下四个条件:一是语言输入必须是能够理解的;二是语言输入必须是足够的;三是语言输入应该是有趣的或关联的;四是语言输入不应该按语法顺序编排。克拉申的语言输入理论告诉我们大量的可理解输入、知识性和趣味性兼顾的语言材料、递进而适度的文化背景知识导入,能够激发学生的学习热情,扩大学生的知识面,让学生在面对雅思作文话题时迅速理出观点和思路。

以最佳语言输入的四个条件为原则,我们认真严格地选择文章。书中选取的文章,难度适中,适合写作得 5 分左右的学习者阅读。基础相对薄弱的考生,可以重点看篇章布局;基础相对扎实的考生,可以重点看观点和分论点。重点词汇和难度较大的词汇,本书都有注释。每类话题都有相关的 2~5 篇富含观点的文章可供阅读,保证了足够的语言输入。文章在围绕雅思话题和注意难度适中的基础上,兼顾了新颖性、知识性和趣味性。所有文章几乎都来自英美作者的原文,有助于考生从不同视角和思维方式来看待考试的话题并了解西方人对各个话题的看法和观点。

本书旨在通过对近几年雅思写作题目分类剖析的基础上,让学生对雅思写作题目的特点有深入的了解;通过扩大阅读量和知识面,培养学生的思考能力,帮助学生针对某一话题产生相应的观点;通过对大量相关题材文章的阅读和分析,使学生懂得如何分析题目,如何构思篇章,如何表达观点,从而使雅思写作能够举一反三,取得效果。

本书以 2004—2008 年历年雅思写作考试真题为基础,在分析比较的基础上,把这些考题进行分类,每类话题为一章,共分为三大类:社会、教育、科技与文化。每章包含以下几部分内容。一、雅思真题分析:类似题归类、题目特点分析、题目相似度比较;二、背景文章阅读:相关话题背景文章、生词与短语、阅读导航、要点列举;三、语言练习:文中词汇练习、逻辑关系及连接词等练习。

本教材由以下 12 位老师合作编写。具体分工为:邢理平编写第一章(1—3 节);刘冬编写第一章(4—5 节);许文丽编写第一章(6—7 节);孟立编写第一章(8—9 节);赵楠编写第一章(10—11 节);孟洁编写第一章(12—13 节);兑艳霞编写第一章(14 节),第二章(1—3 节),第二章练习答案;海泽编写第二章(4—7 节),第一章练习答案;贺宁编写第二章(8—10 节),第三章(1—2 节);王昭编写第三章(3—6 节);王伟编写第三章(7—9 节);姚纯静编写第三章(10—12 节),第三章练习答案。

由于时间比较仓促,本书疏漏甚至错误之处在所难免,恳请关心和使用本书的师生批评指正。

编 者
2009 年 3 月

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第一章 社 会 类

第一节 长途空运食品话题

一、雅思真题分析

1. (2005.11.12)

The international trade has made it possible for many goods to be transported to other countries, such as dairy products. Some people think it is not good because of the long distance. Do the benefits outweigh the drawbacks?

2. (2006.02.18)

Long distance flight consumes natural resources and pollutes the air. Some people think it should be banned. To what extent do you agree or disagree?

3. (2006.03.25)

Long distance flight uses more fuel than car and brings pollution to the environment. We should discourage nonessential flight rather than limit the use of car. To what extent do you agree or disagree?

4. (2006.04.08)

Long distance flight consumes the amount of fuel that a car uses in many years and pollutes the air. Some people think non-essential flights should be banned. To what extent do you agree or disagree?

5. (2007.04.28)

Air transport is increasingly used to export fruits and vegetables to other countries where they cannot be grown or are out of season. Some people believe that this is a good thing, but others consider this use of air transport can't be justified. Discuss both views and give your own opinion.

6. (2008.06.14)

Many people think cheap air travel should be encouraged because it gives ordinary people freedom to travel further. However, others think this leads to environmental problems, so air travel should be more expensive in order to discourage people from having it. Discuss the both sides and give your own opinion.

● 2005—2008 年共出现多次有关是否禁止长途空运的题。题 1 用乳制品作为空运产品的例子，题 2 直接提到浪费自然资源和污染问题。题 3 和 4 把空运和汽车运输进行比较，写作时要注意。题 5 的例子是空运水果和蔬菜。题 6 是关于便宜的航空旅费为普通人带来更多的旅游机会，但也会带来污染问题。

● 题 1 属于 A 比 B 更好/坏类题型，答题时好处、坏处都要分析，但要明确自己的观点。题 2—4 属于同意不同意类问题，回答时可以自己设问，如：空运水果蔬菜有必要吗？如果你的回答是 yes，你就写明原因，如果 no，也写明原因。一般都采用五段式，第一段一定要明确提出自己的观点，然后再分三段提出论据，最后一段总结。题 5 和 6 属于讨论双方观点后提出自

己观点的题型。对于这种题，采用五段式写法，因题目中出现“discuss both views and your opinion”，第一段可提出自己的观点；第二段写和自己观点对立的观点的论点论据；第三段、第四段写和自己观点一致的观点的论点论据；第五段为总结段，再次明确自己的观点。大家可以从该结构看出把反方观点放在第二段，而使三、四、五段的观点一致，保证了文章思想的流畅性。

● 关于运送水果蔬菜和乳制品的飞行属于 non-essential flights，其他相关短语有 long distance flight, air transport and air-freighting。

二、背景文章阅读

Passage 1: Do We Say No to Air-freighting?

1. Trade is fundamental to development. To beat world poverty, it is essential that **economic growth** is encouraged in the world's poorest countries. They must be able to trade on the global market, exporting their goods freely and getting a fair price for them.

2. However, exporting goods can mean transporting them by air. When we consider that **the reduction of carbon emissions** and protection of the environment are also **crucial to** development, we are presented with a dilemma. Do we, in rich countries, help poor countries to trade their way out of poverty by buying their exports, or do we say no to **air-freighting** and buy **local produce** instead?

3. This is a question that the UK Trade and Development Minister Gareth Thomas addressed at a **debate** on 17th September. The debate follows the Soil Association's decision to look into the possibility of **withdrawing its organic certificates from air-freighted produce**. Soil Association certificates make it clear to consumers that a product has been grown organically; if they were **removed** from goods transported by air-freight, consumers choosing to buy organic may select another product, one grown locally rather than imported from a developing country.

4. At the debate, research was launched by the International Trade Centre into the impact for African farmers of a ban on air-freighted organic produce. DFID believes that the Soil Association should not remove certification, because of the harm it could do to farmers in developing countries, and also because it would do little to solve climate change.

5. With British shoppers spending over £1 million every day on African fruit and vegetables, and supplies of **organic African produce growing**, a ban could result in the loss of a valuable market and affect many small farmers. Recent estimates suggest that almost a million rural African **livelihoods** depend at least partly on the fruit and vegetable trade with the UK. Also, studies show that organic **farming** can be more profitable than **conventional** methods of production. As organic horticultural exports from the developing world to Europe are calculated to be worth US\$100 million a year, it is important that the UK continues to buy these goods and support this trade.

6. While DFID welcomes the Soil Association's concern about the impact of food production on climate change, the air-freighting of fruit and vegetables counts for only a small proportion (less than 1%) of UK **greenhouse gas emissions**. There can be no denying that food transport has an environmental and social cost, but most of this (about 85%) comes from UK roads. As Gareth Thomas said at the debate: "...the distance food has traveled is not a good way to judge whether the food we eat is **sustainable**. Driving 6.5 miles to do your shopping emits more carbon than flying a pack of Kenyan green beans to the UK."

7. There is a need to compare the social cost of carbon emissions with the benefits that arise from trade. At the same time, tackling climate change is a **priority** in the fight against world poverty. The only fair option, which considers the livelihoods of those in developing countries as well as the need to protect the environment, is to ensure that the prices of the goods we consume cover the costs of their environmental impact, wherever they are from and however they are produced.

8. The UK government must work towards this goal, and is currently leading international efforts to make the price of air transport take account of its highly significant effect on the environment. The government is also encouraging more efficient distribution within the food and drink **sector**, and has proposed that food industry trade bodies look into achieving a 20% reduction in the social costs of transporting food in the UK by 2012.

Words and Expressions

economic growth 经济增长

the reduction of carbon emissions 减少二氧化碳排放

crucial to 至关重要的

air-freighting *n.* 空运

local produce 当地产品

debate *n.* 争论, 辩论

withdraw *v.* 收回, 撤消

organic *a.* 有机的

organic certificate 绿色产品证书

air-freighted produce 空运产品

remove *n.* 拿走, 撤回

organic produce growing 有机产品的种植

livelihood *n.* 生计, 谋生

farming *n.* 耕作, 农业

conventional *a.* 常规的, 传统的

greenhouse gas emissions 二氧化碳、甲烷等导致温室效应的气体的排放

sustainable *a.* 可持续的

priority *n.* 优先, 优先权

sector *n.* 部分, 部门

阅读导航

1. 段 1、2 是开头部分, 用疑问句的形式给出本文的中心句: 富裕国家应该进口贫穷国家的农产品使之摆脱贫困, 还是禁止空运只买本地产品?

2. 段 3—5 主要讨论禁止空运农产品会伤害非洲农户的利益。

3. 段 6 考虑运输农产品带来的环保问题(空运和路运)。

4. 段 7 提出既要照顾发展中国家人民生活, 又要考虑到环境保护。

5. 段 8 是结束部分, 给政府的建议。

话题: 禁止空运农产品

Pros:

1. There can be no denying that food transport has an environmental and social cost.
食品运输会造成环境和社会方面的影响。

2. Tackling climate change is a priority in the fight against world poverty.
在解决世界贫穷过程中, 应优先解决气候变化问题。

Cons:

1. To help poor countries to trade their way out of poverty by buying their exports.
通过购买贫穷国家的产品帮助他们摆脱贫困。

2. It could do harm to farmers in developing countries, and it would do little to solve climate change.

如果禁止的话, 对发展中国家的农民是一种伤害, 并且也解决不了气候变化问题。

3. The air-freighting of fruit and vegetables counts for only a small proportion of UK greenhouse gas emissions. There can be no denying that food transport has an environmental and social cost, but most of this (about 85%) comes from UK roads.

空运蔬菜和水果只占二氧化碳、甲烷等导致英国温室效应的气体的排放很小部分。不可否认的是食品运输对环境和社会有影响，但是影响主要来自于英国公路运输。

Passage 2: Is It Justifiable to Fly Food Long Distances?

1. Organic food is supposed to be kind to the environment so air-freighting is deeply unpopular with many shoppers. A ban would **ease** pressure on climate change. But it could harm the livelihoods of hundreds of thousands of **impoverished** workers in developing countries. Is it ever justifiable to fly food thousands of miles at a time of climate change?

2. How big is the problem?

Large, and growing. According to the Department for the Environment, Food and Rural Affairs, CO₂ emissions from **food miles** (which are generated whenever polluting transport is used to produce, sell or buy food) rose by 15 per cent in the decade to 2002 and by a further 4 per cent to 2004 to a record 18 million tons. One in four lorries on the road now carries food. Food miles account for 1.8 per cent of the UK's CO₂ emissions, which are among the highest in the world per **capita** and per country. Financially, the government estimates food transport **accumulates** every year £9bn of social, environmental and economic costs from **congestion**, greenhouse gas emissions, accidents, air pollution, noise and infrastructure. Air-freighting is increasing rapidly and is extraordinary in **scale**. Baby corn is flown 5 900 miles from Thailand to reach British shelves. It is estimated that air-freighting just one small 225g punnet of New Zealand strawberries to the UK is **equivalent** to the CO₂ emissions from 11 school runs in the car.

3. Why are food miles increasing?

The amount of food grown in this country we eat has been falling steadily since 1990, when it was more than 70 per cent. Now 60 per cent of our food comes from the UK: almost half (40 per cent) is imported. We are importing more because we have become wealthier, and have acquired a taste for **exotic** fruit. We also expect fresh produce to be available all year round regardless of the seasons. Those December strawberries have to come from somewhere, and, although the growing season is being extended, it is not Britain. So air-freighting leapt by 136 per cent in the decade to 2002. And although only one per cent of food is flown in, that one per cent accounts for 10 per cent of Britain's food-related CO₂ emissions.

4. What is the government doing?

Ministers have a target for cutting the social and environmental costs of food transportation by 20 per cent by 2012. They are targeting more **road-freight efficiency** from the supermarkets, which are responsible for so many of those lorries in the slow lane.

5. What is business doing?

The use of larger vehicles and bigger loads has in recent years reduced the number of miles travelled — though not pollution because bigger trucks use more fuel. Supermarket groups such as Sainsbury's and Asda have reduced the distance their trucks travel, something which is more important now because of the high cost of diesel. Much also centres on labelling. Marks & Spencer, for instance, is putting plane **logos** on all air-freighted food. The social enterprise company Belu has

invented a Penguin Mark that guarantees a product is “carbon neutral”, achieved by buying carbon **offsets** if necessary. Restaurants are making a virtue of local on menus. One Welsh restaurant, the five-star Fairyhill Hotel on the Gower peninsula, serves only food with **ingredients** produced within a 10-mile **radius**.

6. How would a ban affect developing countries?

Aid experts say that banning air-freighted food would harm producers in many countries, especially in Africa. They argue that it would be grossly unfair to **penalize** poor farmers who emit a tiny amount of carbon rather than take action to cut the far larger amounts emitted by **profligate** nations in the West. Action Aid estimates that developing countries earn £3bn per year from goods sold in supermarkets alone — approximately half the UK aid budget. More than 1 million people in Africa rely on selling fruit and vegetables to UK shoppers. Bill Vorley, of the International Institute for Environment and Development, says: “Airfreight of fresh fruit and vegetables from sub-Saharan Africa accounts for less than 0.1 per cent of total UK carbon emissions. The UK must first look to the huge impacts of our food system at home, before pulling up the ladder on Africa.”

7. So is the climate a bigger priority than the Third World?

This is the **crux** of the argument. Environmentalists believe air-freighting large amounts of fresh food thousands of miles away is hugely irresponsible to the environment while the climate is being disturbed. They argue that the West should not be encouraging the development of such **unsustainable** agriculture; people in Grimsby don't need to eat fresh pineapple from Ghana. We could instead be buying, say, clothes or handicrafts made there and shipped to the UK. In a report for the National Consumer Council, Greening Supermarkets, the author, Sue Dibb, warns: “Food is the average household's number one contributor to climate change — responsible for nearly a third of our climate impact. Our food choices are fundamentally important, not just to our health, but to the well-being of our planet.” Then again, the CO₂ emissions per person are very unequal between the developed and the developing world. The average Briton emits 9.2 tonnes and an African one tonne.

Words and Expressions

ease *v.* 减轻, 舒缓

impoverished *a.* 穷困的

food miles 食物公里数

capita *n.* (牲畜的)总(头)数

accumulate *v.* 堆积, 积累

congestion *n.* 拥挤, 堵车

scale *n.* 规模, 程度, 范围

equivalent *a.* 相等的, 相当的

exotic *a.* 由外国引进的, 非本地的, 奇异的

road-freight *n.* 陆运

efficiency *n.* 效率, 效能

logo *n.* 专用标志, 标记, 商标

offset *n.* 抵消交易

ingredient *n.* (混合物的)组成部分; 配料

radius *n.* 半径, 范围

aid *n.* 援助, 救助

penalize *v.* 对……予以惩罚, 使处于不利地位

profligate *a.* 挥霍的, 浪费的

crux *n.* (问题的)中心, 核心; 症结

unsustainable *a.* 不可持续的

阅读导航

1. 段1是开头部分, 用疑问句的形式给出本文的中心句: 在当前气候变化的情况下是否还应当长途空运食物?

2. 段2和段3讨论了问题的严重性并分析了原因。

3. 段 4 和段 5 分别讨论政府和企业的态度和做法。

4. 段 6 讨论禁止空运食品对发展中国家的影响。

5. 在段 7 中, 作者表明态度: 从发展中国家往发达地区空运食物会对环境产生一些影响, 但就人均二氧化碳排放量而言, 发达地区应负主要责任。

话题: 在当前气候变化的情况下是否还应当长途空运食物?

No:

1. Air-freighted food causes immense damage to the environment through climate change and is totally unnecessary for the diet.

空运食物对环境造成巨大的破坏, 而且就饮食而言完全没有必要。

2. Air food miles rose by 136 per cent in the decade to 2002, while British farmers — who maintain the countryside have struggled.

到 2002 年这十年中, 空运食物英里数上升 136%, 而坚守在农村的英国农民生活艰辛。

3. A ban would encourage people to eat with the seasons, taking advantage of nature's supply of local nutritious food.

禁止空运农产品将鼓励人们吃时令食物, 吃当地天然的、有营养的食物。

Yes:

1. A ban would devastate the livelihood of more than one million poor people in the developing world who rely on exports to survive.

禁止空运食物将危害发展中国家靠出口求生的百万贫民的生活。

2. Air-freighting allows the supply of wonderful and fresh exotic fruits, maintaining more of their nutrients.

空运食物使人们能吃上新鲜的外域水果, 并能保存其营养。

Passage 3: There Are Many Good Reasons to Buy Locally Grown Food

1. Food Miles

“Food miles” (or “food kilometers”) are the distance food travels from the farm to your plate. The **concept** is used to underline how far many foods are transported through global trade and the costs of this transport, in economic, social, and environmental terms. When foods are transported long distances, they tend to lose taste and nutrient value because of the time and conditions in **transit**. Transport also consumes fuel and releases pollution. Freight transport is a key source of greenhouse gas emissions, which are a cause of global warming. Food kilometres for a particular product can be calculated by finding out all the locations a food is imported from along with how much comes from each location. With this information, along with the transport distance from each of those locations, you can calculate an average distance the product travels when it is imported. Combine this distance with information on greenhouse gas emissions (e.g., per tonne per kilometre) and you have a good idea of just what the pollution savings are if you eat locally!

2. You'll get exceptional taste and freshness.

Local food is fresher and tastes better than food shipped long distances from states or countries. Local farmers can offer produce varieties bred for taste and freshness rather than for shipping and long shelf life.

3. You'll protect the environment.

Local food doesn't have to travel far. This reduces carbon dioxide emissions and packing materials. Buying local food also helps to make farming more profitable and selling farmland for development less attractive.

4. You'll strengthen your local economy.

Buying local food keeps your dollars **circulating** in your community. Getting to know the farmers who grow your food builds relationships based on understanding and trust, the foundation of strong communities.

5. You'll safeguard your family's health.

Knowing where your food comes from and how it is grown or raised enables you to choose safe food from farmers who avoid or reduce their use of chemicals, **pesticides**, **hormones**, **antibiotics**, or **genetically modified seed** in their operations. Buy food from local farmers you trust.

6. You'll support endangered family farms.

There's never been a more critical time to support your farming neighbours. With each local food purchase, you ensure that more of your money spent on food goes to the farmer and less goes in the pockets of **corporate retailers**. When you buy local food, you vote with your food dollar. This ensures that family farms in your community will continue to **thrive** and that healthy, flavourful, plentiful food will be available for future generations.

7. Buying local is this easy.

- Find a farmer, farmers' market, farm stand, or local food outlet near you.
- Shop at your local farmers' market or farm stand for the freshest, best tasting food available.

It's easy to find local food.

- Encourage your local grocery stores and area restaurants to purchase more of their products from local farmers.

Words and Expressions

concept *n.* 概念

transit *n.* 搬运, 载运, 运输

circulate *v.* (使) 流通

pesticide *n.* 杀虫剂

hormone *n.* [生化] (刺激生长的) 荷尔蒙, 激素

antibiotic *n.* [微] 抗生素, 抗菌素

genetically modified seed 转基因种子

corporate *a.* 社团的, 法人的

retailer *n.* 零售商

thrive *v.* 兴盛, 兴隆

阅读导航

1. 与前两篇文章不同, 这篇文章态度鲜明地反对空运食品。文章结构清晰, 段 1 主要解释“食物英里”概念, 随之简要说明空运食品的危害。

2. 文章的其余部分简明扼要地列出吃本地农产品的 6 大好处。

话题: 吃本地农产品的好处

Key ideas:

1. Local food is fresher and tastes better than food shipped long distances from states or countries. 当地食物比长途海运进口的更新鲜, 味道更鲜美。
2. Local food doesn't have to travel far. This reduces carbon dioxide emissions and packing materials.