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European transport system ielts reading answer key

This IELTS reading article deals with a complete solution package for IELTS Cambridge 10 Reading Test 1 Passage 2 entitled European Transport System 1990-2010. This is a targeted contribution for candidates who have great difficulty in finding reading answers. This type of post can best instruct you to easily understand any reading response. Finding IELTS Reading answers is a gradual process and I hope that this contribution can help you in this regard. You need to practice the answers with the Cambridge 10 book. IELTS Cambridge 10 Test 1: AC Reading Module Reading Passage 1: The title of passage: European Transport System 1990-2010 Questions 14-18: (List of headings) [To find answers to the list of headings, check the first and (occasionally) the last lines of each paragraph. Most of the time, the answer is there for you, which contains some synonym words that match the heading lists. If you can't find the answers in the first and last lines, you may need to check the middle of the paragraphs. We've done the same in other tests.] Question 14: In paragraph A in paragraph A, the author states in lines 2-4: although modern information technologies can reduce the demand for physical transport by facilitating teleworking and teleservices, the need for transport continues to increase. Also in lines 6-7, says the author, the number of cars on the roads of the European Union (EU) recorded an increase of three million cars per year from 1990 to 2010, This means that the demand for vehicles continues to increase. The answer is therefore: viii (The rapid growth of private transport) Question 15: paragraph B In paragraph B, the first sentence gives us the most important indication: as far as freight transport is concerned, growth is largely due to changes in the European economy and its production system. Immediately afterwards, the author also suggests that these changes are the reason why some production sites are being moved far away from the final assembly plant or away from the users, even if the production site is hundreds or even thousands of kilometers away..... These lines mean that these changes significantly affect transport distances. The answer is therefore: (iii) (changes concerning the distances that can be transported to goods) Question 16: Paragraph C Paragraph C provides some important transport statistics by the author in some countries wishing to enter the EU candidates for entry into the EU. The statistics show a significant increase in road transport and a decline in rail transport. The answer is therefore: xi (traffic trends in countries awaiting EU approval) Question 17: paragraph D In paragraph D, after the first line A new imperative – sustainable development - the possibility of adapting the EU's common transport policy. ... we find the word target. And in the last line we find the time needed to achieve the goal ... in 30 years. Goal = Goal In 30 years = long-term This is the answer: i (A fresh and important Objective) Question 18: Paragraph E In paragraph E, we can see the impact of energy consumption in the transport sector on the environment. This is determined by the Co2 statistics (carbon-di-oxide). The paragraph states that CO2 emissions are expected to increase by 50% by 2020 due to the increase in traffic volumes. The environment is therefore paying heavily for the increase in CO2. The answer is therefore: v (The environmental costs of road transport) Question 19: paragraph G paragraph G proposes a solution that focuses only on road transport through pricing. The reason for this is that the previous paragraph (paragraph E) refers to a reorientation of transport. charging=alone=alone restrict=curb This is the answer: x (restriction of road use by charging policies alone) Question 20: Paragraph H paragraph H is also about another solution to achieve a traffic balance. Here is the approach to focus on road tolls, but will be supported by measures to increase the efficiency of other modes of transport (better quality of services, logistics, technology). Other modes of transport mean different modes of transport. The answer is therefore: (ii) (survey of roads and improvement of other modes of transport) Question 21: paragraph I(I) explicitly refers to the change necessary for the restructuring of modes of transport and the transport network. Look at the first two lines. The third approach includes a range of measures ranging from pricing to the revival of alternative modes of transport to investment in the trans-European network... .. Thus, the answer is: iv (Under All necessary steps to change the transport patterns) Question 22-26: (TRUE/FALSE/NOT GIVEN) On this type of question, the candidates are asked whether: The statement in the question is consistent with the account in text- TRUE The statement in the question contradicts the representation in the text- FALSE The statement in the question has no clear connection with the account in the text- NOT GIVEN Question 22: The need for transport is despite technological developments. Keywords of this answer: growing technological developments, in paragraph A, look at these lines: although modern information technologies can reduce the demand for physical transport by facilitating teleworking and teleservices, the demand for transport continues to grow. The main indication here is that the demand or the transport requirement is increasing. In this paragraph, summing requirement means that information technologies mean technological developments. The answer is: TRUE Question 23: In order to reduce production costs, some industries have been brought closer to their relevant customers. Keywords of this answer: Reduction of production costs, closer to the customer The answer can be found in paragraph B. This phenomenon has been caused by the industries, in particular labour-intensive ones, to reduce production costs, even though the production site has hundreds or Thousands of kilometers away from the final assembly or away from the users. This means that some industries are much far away from their relevant customers, not closer. So the answer is: FALSE Question 24: Cars are prohibitively expensive in some EU candidate countries. Key words for this answer: unaffordably expensive, candidate countries. The term EU candidate countries is mentioned in paragraph C. However, no information is mentioned on the price of the cars of eu countries or on whether they are expensive or not. So the answer is: not QUESTION 25: the Gothenburg European Council was set up 30 years ago. Key words for this answer: the Gothenburg Council, 30 years ago In paragraph D, we find the reference to the Gothenburg Council. However, there is no information in this paragraph or in the following paragraph on the founding period of the Gothenburg Council. Don't be fooled by the mention of 30 years at the end of paragraph D. It sets out the time needed to achieve the objective of sustainable development. So the answer is: not GIVEN Question 26: by the end of this decade, CO2 emissions from transport are expected to reach 739 billion tonnes. Keywords for this answer: the end of this decade, 739 billion tons, In paragraph E the writer argues that Co2 emissions from transport are expected to rise by 50% to 1.113 billion t, compared with the 739 billion t recorded in 1990. This means that 739 billion tonnes are the number or CO2 emissions in 1990, not by the end of this decade. So, the answer is: FALSE Click here for solutions for Cambridge 10 Test 1 Reading Passage 1 Click here for solutions for Cambridge 10 Test 1 Reading Passage 3 暂无析 暂无析 暂无析 暂无析 暂无析 暂无析 暂无析

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In the last 20 years, when internal borders were abolished, the move from a stock economy to a river economy. This phenomenon has been caused by the relocation of some industries, in particular those which are labour-intensive, even if the production site is hundreds or even thousands of miles away from the final assembly plant or from the users. C The expected strong economic growth in the countries that are willing to join will also increase traffic flows, in particular road transport. In 1998, some of these countries already exported more than twice their 1990 volumes and imported more than five times their 1990 volume. And although many candidate countries have inherited a transport system that promotes rail, the distribution between modes of transport has shifted sharply in favour of road transport since the 1990s. Between 1990 and 1998, road haulage increased by 19.4%, while rail freight transport fell by 43.5% over the same period, although it is still, on average, significantly higher than in the current Member States, and could benefit the enlarged EU. D However, a new, necessarily sustainable development offers the possibility of adapting the EU's common transport policy. This objective agreed by the Gothenburg European Council must be achieved by integrating environmental concerns into Community policies, and shifting the balance between modes of transport is at the heart of its strategy. The ambitious target cannot be fully achieved until 2020, but the proposed measures are nevertheless a first essential step towards a sustainable transport system, which will ideally be in force in 30 years, i.e. by 2040. E In 1998, energy consumption in the transport sector accounted for 28% of CO2 emissions, the leading greenhouse gas. According to the latest estimates, CO2 emissions from transport are expected to rise by around 50% to 1.113 billion tonnes by 2020 if nothing is done to reverse the trend of transport growth, compared to the 739 billion tonnes recorded in 1990. Once again, road transport is the main culprit, accounting for 84% of CO2 emissions from transport alone. The use of alternative fuels and the improvement of energy efficiency are therefore both an ecological necessity and a technological challenge. At the same time, greater efforts must be made to achieve a shift in modes of transport. Such a change cannot be achieved overnight, all the less after more than half a century of constant deterioration in favour of the road. This means that rail freight transport is now at the border with only 8% of the market share and international freight trains with an average speed of 18 km/h are struggling with an average speed of 18 km/h. Three possible options have emerged. G The first approach would be to focus solely on pricing on the focus. This option would not go hand in hand with complementary measures in other modes of transport. In the short term, it could curb the growth of road transport through better truck loading and the utilisation of passenger cars expected as a result of the rise in transport prices. The lack of measures to revitalise other modes would make it impossible for more sustainable modes of transport to adopt the baton. H The second approach also focuses on road tolls, but is linked to measures to increase the efficiency of other modes of transport (better quality of services, logistics, technology). However, this approach does not include investment in new infrastructure or better regional cohesion. It could help to achieve greater decoupling than the first approach, but road transport would retain the lion's share of the market and continue to focus on saturated arteries, even though they are the most polluting of the modes of transport. It is therefore not enough to ensure the necessary shift in balance. I The third approach, which is not new, includes a range of measures ranging from pricing to the revival of alternative modes of transport to the targeting of investments in the trans-European network. This integrated approach would allow the market shares of other modes of transport to return to 1998 levels, thereby shifting the balance. It is much more ambitious in the face of the historical imbalance in favour of roads over the last fifty years, but it would achieve a significant break in the link between growth in road transport and economic growth without restricting the mobility of people and goods. Questions 14-21 You should spend about 20 minutes with questions 14-26, which are based on Reading Passage 2 on the following pages. The reading of Passage 2 has nine paragraphs, A-I. Select the correct heading for paragraphs A-E and G-I from the list of headings below. Write the correct number, i-xi, in boxes 14-21 on your reply report List of headings i A fresh and important long-term objective ii Survey of roads and improvement of other transport methods iii Changes concerning distances can be transported iv Taking all necessary steps to change traffic patterns v The environmental costs of road transport vi The escalating costs of rail transport vii The need to achieve the transport balance viii The rapid growth of private transport ix plans, development of large road networks x restriction of road use by charging policy alone xi Traffic trends in countries awaiting EU approval 14 paragraph A 19 paragraph G 15 paragraph B 20 paragraph H 16 paragraph C 21 paragraph 17 paragraph D 18 paragraph E Questions 22-26 Votes the following explanations agree with the inputs? Write TRUE in boxes 22-26 on your response sheet if the statement matches the FALSE information, if the statement does NOT contradict the information GIVEN, if there is no information about this 22. The need for despite technological developments. 23. In order to reduce production costs, some industries have been brought closer to their relevant consumers. 24. Cars are prohibitively expensive in some EU candidate countries. 25. The Gothenburg European Council was set up 30 years ago. 26. By the end of this decade, CO2 emissions from transport will be 739 billion tonnes. Step-by-step solution for CAMBRIDGE IELTS 10 - TEST 1 - Read Passage 2 - EUROPEAN TRANSPORT SYSTEMS 1990-2010 Step 1: Read 1st and 2nd of the TRUE, FALSE or NOT GIVEN question and mark keywords from it. Q-22. The need for transport is growing despite technological developments. Q-23. In order to reduce production costs, some industries have been brought closer to their relevant consumers. Step 2: Now start reading the passage from A to learn the keywords or alternate keywords from the question question question mentioned in step 1. Here, in the 2nd line of Passage A we get request increase that grows the words replaced need. Here, too, the line begins with modern information technologies that can replace technological development. Although modern information technologies can reduce the demand for physical traffic by facilitating teleworking and teleservices, the need for traffic continues to increase. **So, answer from Q 22 is TRUE Step 3: If we got the answer in Passage A so early, read the next question with the previous remaining question of TRUE, FALSE, or NOT GIVEN type question. And repeat Step 1 and Step 2. Q-23. In order to reduce production costs, some industries have been brought closer to their relevant consumers. NB: Every step in the industry? Q-24. Cars are prohibitively expensive in some EU candidate countries. NB: Car expensive in the EU. the decisive factor is the spectacular growth in car use. The number of cars on the roads of the European Union (EU) increased by three million cars per year between 1990 and 2010, and over the next ten years the EU will continue to significantly increase its fleet. In the last section of the first paragraph, we get an increase in the number of cars on the roads in the EU, here nothing about car costs. So, the answer for Q-24 is NOT GIVEN Step 4: If we get the answer to one of the above questions in section A, then go back to the next question with the previously unresolved question of TRUE, FALSE, or NOT GIVEN type question. And repeat Step 1 and Step 2. By the way, when we are finished reading Passage A. Then try to enter heading for passage A, so read the list of heading carefully to highlight the most important points. And must search for the heading paragraph A. Here we do not get the answer from Q-23. We must therefore read the list of headings and highlight the most important points of each heading. Also look for the title of paragraph A. i A fresh and important long-term goal NB: Fresh objective (of transport) ii Survey of roads and improvement of other transport methods NB: loading, improvement of methods iii Changes concerning distances can NB: Changes affecting freight transport. iv All necessary steps to change the transport pattern NB: Change all steps. v The environmental costs of road transport NB: On the environment. vi The escalating costs of rail transport NB: by rail. vii The need to achieve a reorientation of transport: to achieve rebalancing. Reach. The Rapid Growth of Private Transport NB: Fast Growth of Private One. Here, 4th line of Passage A says spectacular sprouts of car use, which means rapid growth of private. The spectacular increase in car use is crucial for passenger transport. The number of cars on the roads of the European Union (EU) increased by three million cars per year between 1990 and 2010, and over the next ten years the EU will continue to significantly increase its fleet. **The answer for Q 14 is viii ix plans for the development of major road networks NB: Plans for networks x Limitation of road use by charging policy only NB: Restriction of road use policy only xi traffic trends in countries awaiting EU approval: countries awaiting EU approval. Step 5: Simply write through the header list marker that we used to match. Now call your memory for the previous unresolved question and read and mark the next new question of the True, FALSE, or NOT GIVEN type. Start reading Passage B. Mark the most important points of the 1st pass line B. Q-23 at the same time. In order to reduce production costs, some industries have been brought closer to their relevant consumers. Q-25. The Gothenburg European Council was set up 30 years ago. NB: When did the Gothenburg European Council set up? As far as freight transport is concerned, growth is largely due to changes in the European economy and its production system. In the 1st sentence we get changes to the transport of goods by... Q-23. In order to reduce production costs, some industries have been brought closer to their relevant consumers. This phenomenon has been highlighted by the relocation of some industries, especially those that are labour-intensive, to reduce production costs, even though the production site is hundreds or even thousands of kilometres away from the final assembly plant or from the users. Here in the third line of Passage B it says that relocation of industries that are labor-intensive in order to reduce production costs, where, as Q-23 mentioned, the industries moved to bring them closer to consumers and to reduce production costs. **Q-23's response is ALSO FALSE. Step 6: Now read the next question of the True, FALSE or NOT GIVEN type and select keywords, then read the passage further. If we get it in this passage, then go for the next question. If not, then search for the heading of the heading from the heading list. Now let's just look at our selected keywords in the list and try to select one from the list with keywords marked in the first line that were created in the 4th step. If we are confused with two or three headings, mark all of them serially, depending on our preference. Q-25. The Gothenburg European Council was set up 30 years ago. NB: When did the Gothenburg European Council set up? Q-26. By the end of this decade, CO2 emissions from transport are expected to reach 739 billion tonnes. NB: CO2 emissions reach 739 billion tonnes. Tons. in passage B we did not get the answer of Q 25, so we are looking for the heading B From 4th step we get the keywords for the 1st line of passage B is- freight transport changes due to... clearly in line with heading iii iii. changes affecting distances may be promoted NB: changes relating to freight transport. ** So the answer for Q-15 iii is step 7: Just follow step 5 and step 6 until you get all the answers to the questions of the True, FALSE or NOT GIVEN type. Then we simply read the first line of a paragraph and select the keywords and then try to match with the keywords in our list column. Paragraph C starts with the line - The countries that are candidate countries will also increase traffic flows, especially road transport. NB: Countries wishing to enter the EU increase traffic. Now match them with the list of headings keywords xi traffic trends in countries awaiting EU approval NB: countries waiting for EU approval. Here, countries can be used to wait for countries, entry means registration and transport means replacing trends for the increase in traffic. **The answer for Q-16 is xi Now search for the Q-25 and Q-26 in this paragraph C. The Gothenburg European Council was set up 30 years ago. NB: When did the Gothenburg European Council set up? Q-26. By the end of this decade, CO2 emissions from transport are expected to reach 739 billion tonnes. NB: CO2 emissions reach 739 billion tonnes. Nothing found in this paragraph now we go for next paragraph that is D and mark the keywords of the 1st line then match the rest of the heading list. However, a new, necessarily sustainable development offers the opportunity to adapt the EU's common transport policy. i A fresh and important long-term goal NB: Fresh goal (of transport) **So is the answer for the Q-17 is i Now in this paragraph we get-Göteborg European Council proposed measures will ideally be in 30 years, that is, by 2040. ... the Gothenburg European Council must be achieved by integrating environmental concerns into Community policies, and shifting the balance between modes of transport is at the heart of its strategy. The ambitious target cannot be fully achieved until 2020, but the proposed measures are nevertheless a first essential step towards a sustainable transport system, which will ideally be in force in 30 years, i.e. by 2040. But nothing about the set-up time of the Gothenburg European Council found. So Q-25's answer is NOT GIVEN. So we only have a TRUE, FALSE or NOT GIVEN type Question Q-26. To the end CO2 emissions from transport are expected to reach 739 billion tonnes. NB: CO2 emissions reach 739 billion tonnes. Now, with this Q-26, we went to the next paragraph E. Where the first line is - in 1998, energy consumption in the transport sector was responsible for 28% of CO2 emissions, the leading greenhouse gas. The fact that greenhouse gas emissions costs of the transport sector. The list of heading v expresses the ideas of paragraph E. v The environmental costs of road transport NB: On the environment. So the answer from Q-18 is v Now read the rest of the paragraph for Q-26. Q-26. By the end of this decade, CO2 emissions from transport are expected to reach 739 billion tonnes. NB: CO2 emissions reach 739 billion tonnes. According to the latest estimates, CO2 emissions from transport are expected to rise by around 50% to 1.113 billion tonnes by 2020 if nothing is done to reverse the trend of transport growth, compared to the 739 billion tonnes recorded in 1990. Once again, road transport is the main culprit, accounting for 84% of CO2 emissions from transport alone. From the paragraph we have -CO2 emissions reach 1.113 billion tons. **So the answer from Q-26. FALSE Now we have a solution for all questions of the True, FALSE or NOT GIVEN type. So we will only explain the first line of rest paragraphs in order to get a heading for everyone. The solution for paragraph F is given, so we go for paragraph G. 1. Line of paragraph G is- The first approach would be to focus on road transport exclusively through pricing. x Restriction of road use by fee guidelines only NB: Restricting road tolls here alone means pricing fee policies and only means alone. ** So the answer for Q-19 x Now is the first line of paragraph H- The second approach also focuses on road tolls, but is accompanied by measures to increase the efficiency of other modes of transport (better quality of services, logistics, technology). ii Charging for roads and improving other transport methods NB: loading, improving methods Increase here replaces improvement and methods for the method. ** The answer to Q 20 is now the first line of paragraph I: the third approach, which is not new, includes a number of measures ranging from pricing to the revival of alternative modes of transport and the focus on investment in the trans-European network. iv All necessary steps to change the transport pattern NB: Change all steps. a range of measures ranging from pricing to the revival of alternative modes of transport – this line can replace all steps. Here we can be confused with the heading ix ix plans for the development of large road networks: plans for networks Here are aimed at investment in the trans-European network, although they show plans for the road network. But we cannot take this heading because it denies all the other plans that mentioned the first part of the line. **The answer for Q 21 is iv

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