

图书基本信息

书名：<<2012年MBA、MPA、MPAcc联考英语阅读理解专项突破>>

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## 内容概要

《2012年MBA、MPA、MPAcc联考：英语阅读理解专项突破》按照最新考研英语二考试大纲，根据文章难易程度分为三个模块：基础篇、强化篇和挑战篇。

基础篇强调学生对基本的语法结构、考试题型、解题思路，文章结构等方面的把握。

初步理解英语考试中阅读理解的阅读方法与解题方式。

强化篇则突出文章结构、长难句理解和精读略读技巧的应用。

这部分内容与英语二的考试文章难易程度接近。

挑战篇文章难度高于英语二考试，针对英语基础较好，希望考试成绩优秀的学生。

出题思路接近考研英语，题型与解题思路与英语二考试一致。

《2012年MBA、MPA、MPAcc联考：英语阅读理解专项突破》在每题后有词汇突破、难句解析、全文详译内容。

《2012年MBA、MPA、MPAcc联考：英语阅读理解专项突破》突出亮点是对每题的干扰项详细剖析，特别从语言学和逻辑学角度全新阐释了阅读理解的出题思路与陷阱破解方法。

有助于学生全面的把握阅读理解题型，并在短期提高成绩。

## 作者简介

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书籍目录

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章节摘录

版权页：插图：Some analysts are less sure. Among consumers, only 18% are even aware that ecofashion exists, up from 6% four years ago. Natalie Hormilla, a fashion writer, is an example of the unconverted consumer when asked if she owned any sustainable clothes. She replied: "Not that I'm aware of." Like most consumers, she finds little time to shop, and when she does, she's on the hunt for "cute stuff that isn't too expensive." By her own admission, green just isn't yet on her mind. But—thanks to the combined efforts of designers, retailers and suppliers—one day it will be. What is Natalie Hormilla's attitude toward ecofashion?

A She doesn't seem to care about it. B She doesn't think it is sustainable. C She is doubtful of its practical value. D She is very much opposed to the idea. [31] Supporters of the new super systems argue that these mergers will allow for substantial cost reductions and better coordinated service. Any threat of monopoly, they argue, is removed by fierce competition from trucks. But many shippers complain that for heavy bulk commodities traveling long distances, such as coal, chemicals, and grain, trucking is too costly and the railroads therefore have them by the throat. The vast consolidation within the rail industry means that most shippers are served by only one rail company. Railroads typically charge such "captive" shippers 20 to 30 percent more than they do when another railroad is competing for the business. Shippers who feel they are being overcharged have the right to appeal to the federal government's Surface Transportation Board for rate relief, but the process is expensive, time consuming, and will work only in truly extreme cases. What is many captive shippers' attitude towards the consolidation in the rail industry?

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