

- A. young authors write better works than older authors
  - B. beginning writers should write short stories only
  - C. digital writers need the help from publishers
  - D. online authorship is very competitive
35. What is the author's attitude towards digital technology?
- A. He disagrees with some of the people quoted in the passage.
  - B. He thinks the positive effects outweigh the negative ones.
  - C. He thinks it will vulgarize people's taste in books.
  - D. He basically presents a balanced view.

### **Passage Two**

As he stood in the rose garden on May 19 with state governors and auto executives, Obama announced tough new national standards for automobile emissions and fuel efficiency that essentially settled a long-running battle between environmentalists and the car industry in favor of the greens. Under the proposed rules, which would begin to take effect in 2012, new cars and trucks will need to have an average fuel efficiency of 35.5 m. p. g. (6.6 L / 100 km) by 2016—almost 40% cleaner than they are today. The regulations would be the first national limit on U. S. greenhouse-gas emissions and could presage further action to curb climate change.

For years, U. S. automakers have fought tougher regulations by arguing that Americans tend to prefer larger, gas-guzzling SUVs and trucks. That's not always true: when gas prices were at an all-time high last summer, sales of SUVs were down considerably, while hybrids flew off dealer lots. Since then, prices at the pump have dropped—and so has the appetite for small cars. As long as the price of gas remains fluctuating, it's far from certain that Americans will buy the more efficient cars and trucks which the new standards will require automakers to produce. In the long run, though, a gas tax that puts a floor on fuel prices may be the only way to break America's SUV addiction. But Obama has said he's not interested. "You need a price signal. Regulations alone won't do it." says Lester Lave, director of the Carnegie Mellon Green Design Initiative.

Even more important is the ongoing debate in Congress over carbon cap-and-trade legislation. Democratic Representatives Henry Waxman and Edward Markey have hammered out a bill that would reduce U. S. Carbon emissions to 17% below 2005 levels by 2020. It faces an uphill battle in Congress, opposed by nearly all Republicans and many Democrats from