**《阅读理解—议论文》二轮复习解题指导 拓展提升任务**

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**2019年北京卷C篇**

The problem of robocalls has gotten so bad that many people now refuse to pick up calls from numbers they don’t know. By next year, half of the calls we receive will be scams(欺诈). We are finally waking up to the severity of the problem by supporting and developing a group of tools, apps and approaches intended to prevent scammers from getting through. Unfortunately, it’s too little, too late. By the time these “solutions”(解决方案) become widely available, scammers will have moved onto cleverer means. In the near future, it’s not just going to be the number you see on your screen that will be in doubt. Soon you will also question whether the voice you’re hearing is actually real.

That’s because there are a number of powerful voice manipulation(处理) and automation technologies that are about to become widely available for anyone to use. At this year’s I/O Conference, a company showed a new voice technology able to produce such a convincing human-sounding voice that it was able to speak to a receptionist and book a reservation without detection.

These developments are likely to make our current problems with robocalls much worse. The reason that robocalls are a headache has less to do with amount than precision. A decade of data breaches(数据侵入) of personal information has led to a situation where scammers can easily learn your mother’s name, and far more. Armed with this knowledge, they’re able to carry out individually targeted campaigns to cheat people. This means, for example, that a scammer could call you from what looks to be a familiar number and talk to you using a voice that sounds exactly like your bank teller’s, tricking you into “confirming” your address, mother’s name, and card number. Scammers follow money, so companies will be the worst hit. A lot of business is still done over the phone, and much of it is based on trust and existing relationships. Voice manipulation technologies may weaken that gradually.

We need to deal with the insecure nature of our telecom networks. Phone carriers and consumers need to work together to find ways of determining and communicating what is real. That might mean either developing a uniform way to mark videos and images, showing when and who they were made by, or abandoning phone calls altogether and moving towards data-based communications—using apps like FaceTime or WhatsApp, which can be tied to your identity.

Credibility is hard to earn but easy to lose, and the problem is only going to get harder from here on out.

38. How does the author feel about the solutions to problem of robocalls?

A. Panicked. B. Confused C. Embarrassed. D. Disappointed.

39. Taking advantage of the new technologies, scammer can \_\_\_\_\_\_\_\_.

A. aim at victims precisely B. damage databases easily

C. start campaigns rapidly D. spread information widely

40. What does the passage imply?

A. Honesty is the best policy.

B. Technologies can be double-edged.

C. There are more solutions than problems.

D. Credibility holds the key to development.

41. Which of the following would be the best title for the passage?

A. Where the Problem of Robocalls Is Rooted

B. Who Is to Blame for the Problem of Robocalls

C. Why Robocalls Are About to Get More Dangerous

D. How Robocalls Are Affecting the World of Technology

**2018年北京卷D篇**

**Preparing Cities for Robot Cars**

The possibility of self-driving robot cars has often seemed like a futurist’s dream, years away from materializing in the real world. Well, the future is apparently now. The California Department of Motor Vehicles began giving permits in April for companies to test truly self-driving cars on public roads. The state also cleared the way for companies to sell or rent out self-driving cars, and for companies to operate driverless taxi services. California, it should be noted, isn’t leading the way here. Companies have been testing their vehicles in cities across the country. It’s hard to predict when driverless cars will be everywhere on our roads. But however long it takes, the technology has the potential to change our transportation systems and our cities, for better or for worse, depending on how the transformation is regulated.

While much of the debate so far has been focused on the safety of driverless cars(and rightfully so), policymakers also should be talking about how self-driving vehicles can help reduce traffic jams, cut emissions(排放) and offer more convenient, affordable mobility options. The arrival of driverless vehicles is a chance to make sure that those vehicles are environmentally friendly and more shared.

Do we want to copy — or even worsen — the traffic of today with driverless cars? Imagine a future where most adults own individual self-driving vehicles. They tolerate long, slow journeys to and from work on packed highways because they can work, entertain themselves or sleep on the ride, which encourages urban spread. They take their driverless car to an appointment and set the empty vehicle to circle the building to avoid paying for parking. Instead of walking a few blocks to pick up a child or the dry cleaning, they send the self-driving minibus. The convenience even leads fewer people to take public transport — an unwelcome side effect researchers have already found in ride-hailing(叫车) services.

A study from the University of California at Davis suggested that replacing petrol-powered private cars worldwide with electric, self-driving and shared systems could reduce carbon emissions from transportation 80% and cut the cost of transportation infrastructure(基础设施) and operations 40% by 2050. Fewer emissions and cheaper travel sound pretty appealing. The first commercially available driverless cars will almost certainly be fielded by ride-hailing services, considering the cost of self-driving technology as well as liability and maintenance issues(责任与维护问题). But driverless car ownership could increase as the prices drop and more people become comfortable with the technology.

Policymakers should start thinking now about how to make sure the appearance of driverless vehicles doesn’t extend the worst aspects of the car-controlled transportation system we have today. The coming technological advancement presents a chance for cities and states to develop transportation systems designed to move more people, and more affordably. The car of the future is coming. We just have to plan for it.

47. According to the author, attention should be paid to how driverless cars can \_\_\_\_\_\_\_\_\_\_.

A. help deal with transportation-related problems

B. provide better services to customers

C. cause damage to our environment

D. make some people lose jobs

48. As for driverless cars, what is the author’s major concern?

A. Safety. B. Side effects.

C. Affordability. D. Management.

49. What does the underlined word ＂fielded＂ in Paragraph 4 probably mean?

A. Employed. B. Replaced.

C. Shared. D. Reduced.

50. What is the author’s attitude to the future of self-driving cars?

A. Doubtful. B. Positive.

C. Disapproving. D. Sympathetic.

**2017年北京卷D篇**

Hollywood’s theory that machines with evil(邪恶) minds will drive armies of killer robots is just silly. The real problem relates to the possibility that artificial intelligence (AI) may become extremely good at achieving something other than what we really want. In 1960 a well-known mathematician Norbert Wiener, who founded the field of cybernetics（控制论）, put it this way: ＂If we use, to achieve our purposes, a mechanical agency with whose operation we cannot effectively interfere(干预), we had better be quite sure that the purpose put into the machine is the purpose which we really desire.＂

A machine with a specific purpose has another quality, one that we usually associate with living things: a wish to preserve its own existence. For the machine, this quality is not in-born, nor is it something introduced by humans; it is a logical consequence of the simple fact that the machine cannot achieve its original purpose if it is dead. So if we send out a robot with the single instruction of fetching coffee, it will have a strong desire to secure success by disabling its own off switch or even killing anyone who might interfere with its task. If we are not careful, then, we could face a kind of global chess match against very determined, super intelligent machines whose objectives conflict with our own, with the real world as the chessboard.

The possibility of entering into and losing such a match should concentrate the minds of computer scientists. Some researchers argue that we can seal the machines inside a kind of firewall, using them to answer difficult questions but never allowing them to affect the real world. Unfortunately, that plan seems unlikely to work: we have yet to invent a firewall that is secure against ordinary humans, let alone super intelligent machines.

Solving the safety problem well enough to move forward in AI seems to be possible but not easy. There are probably decades in which to plan for the arrival of super intelligent machines. But the problem should not be dismissed out of hand, as it has been by some AI researchers. Some argue that humans and machines can coexist as long as they work in teams—yet that is not possible unless machines share the goals of humans. Others say we can just ＂switch them off＂ as if super intelligent machines are too stupid to think of that possibility. Still others think that super intelligent AI will never happen. On September 11, 1933, famous physicist Ernest Rutherford stated, with confidence, ＂Anyone who expects a source of power in the transformation of these atoms is talking moonshine.＂ However, on September 12, 1933, physicist Leo Szilard invented the neutron-induced(中子诱导) nuclear chain reaction.

67. Paragraph 1 mainly tells us that artificial intelligence may \_\_\_\_\_\_\_\_\_\_\_\_.

A. run out of human control

B. satisfy human’s real desires

C. command armies of killer robots

D. work faster than a mathematician

68. Machines with specific purposes are associated with living things partly because they might be able to \_\_\_\_\_\_\_\_\_\_\_\_.

A. prevent themselves from being destroyed

B. achieve their original goals independently

C. do anything successfully with given orders

D. beat humans in international chess matches

69. According to some researchers, we can use firewalls to \_\_\_\_\_\_\_\_\_\_\_\_.

A. help super intelligent machines work better

B. be secure against evil human beings

C. keep machines from being harmed

D. avoid robots’ affecting the world

70. What does the author think of the safety problem of super intelligent machines?

A. It will disappear with the development of AI.

B. It will get worse with human interference.

C. It will be solved but with difficulty.

D. It will stay for a decade.