



**Technical English in Civil Engineering  
(141220 Hebei University)**

Chapter 02 Oral

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大业未竟 长路漫漫！

## **Technical English communication skills**

**P10**

### **19.1 概述**

### **19.2 用英语进行演讲式专业交流的技巧**

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### 19.3 用英语进行问答式专业交流的技巧

#### 19.3.1 专业问答的注意事项

#### 19.3.2 专业问答的常用例句

- 1 确认对方问题时的反问
- 2 表达自己的兴趣
- 3 提出不同的观点
- 4 转译话题时的提问
- 5 确认对方问题时的问答
- 6 回答常规的问题
- 7 仅回答问题中的一部分
- 8 回答困难的问题
- 9 同意对方观点时的问答
- 10 不同意对方时的问答
- 11 借助例子或建议来回答对方
- 12 回答完问题后确认对方是否满意

### 19.4 技能训练

Chap02 Boris Johnson you should be in Brussels during a walkabout in Morley in Leeds Interpreted 2 minutes

Chap02 Boris Johnson you should be in Brussels during a walkabout in Morley in Leeds 2 minutes

Chap02 Boris Johnson Please leave my town 6 seconds

Chap02 第一次！中美新闻女主播隔空互怼 20190524 3 minutes

Chap02 刘欣23年前英语演讲比赛夺冠视频 4 minutes

Chap02 英国首相特雷莎·梅联合国大会演讲 21 minutes  
英国首相特雷莎·梅离职演讲 4 minutes

In recent decades, there has been a growing concern among many prominent engineers **that not only** is the term "factor of safety" improper and unrealistic, **but** worse still a structural design philosophy based on this concept leads **in most cases** to an unduly conservative and therefore uneconomical design, and **in some cases** to an unconservative design with too high a probability of failure.

Finite element analyses are also useful to predict displacements of tensioned foundations, although more accurate 3-dimensional simulations may be time consuming for design purposes.

The maximum efficiency of the total structure of a tall building, for both strength and stiffness, to resist wind load can be achieved only if all column elements can be connected to each other in such a way that the entire building acts as a hollow tube or rigid box in projecting out of the ground.

By chance, live loading might be absent from certain bays of a building while other bays are fully loaded. The combinations which result in the most severe conditions usually have alternate bays fully loaded and are thus called 'checker board' loading because of the pattern.

有时，建筑物上的活荷载分布，可能出现部分跨内为零而其他跨内满布的情况。最不利荷载组合通常对活荷载采取隔跨满布的方式，由于其图案与棋盘相似而称之为‘棋盘式荷载布置’。

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Questions 31 to 35 are based on the following passage.

Being an information technology, or IT, worker is not a job I envy. They are the ones who, right in the middle of a critical meeting, are expected to instantly fix the projector that's no longer working. They have to tolerate the bad tempers of colleagues frustrated at the number of times they've had to call the help desk for the same issue. They are also the ones who know there are systems that are more powerful, reliable and faster, but their employer simply will not put up the funds to buy them.

According to a recent survey, employees who have a job reliant on IT support consider IT a major source of job dissatisfaction. Through no fault of their own, they can suddenly find their productivity deteriorating or quality control non-existent. And there's little they can do about it.

The experience of using IT penetrates almost the entire work field. It has become a crucial part of employees' overall work experience. When IT is operating as it should, employee self-confidence swells. Their job satisfaction, too, can surge when well-functioning machines relieve them of dull tasks or repetitive processes. But if there's one thing that triggers widespread employee frustration, it's an IT transformation project gone wrong, where swollen expectations have been popped and a long list of promised efficiencies have been reversed. This occurs when business leaders implement IT initiatives with little consideration of how those changes will impact the end user.

Which is why managers should appreciate just how influential the IT user experience is to their employees, and exert substantial effort in ensuring their IT team eliminates programming errors and application crashes. Adequate and timely IT support should also be available to enable users to cope with

**Questions 51 to 55 are based on the following passage.**

Success was once defined as being able to stay at a company for a long time and move up the corporate ladder. The goal was to reach the top, accumulate wealth and retire to a life of ease. My father is a successful senior executive. In 35 years, he worked for only three companies.

When I started my career, things were already different. If you weren't changing companies every three or four years, you simply weren't getting ahead in your career. But back then, if you were a consultant or *freelancer* (自由职业者), people would wonder what was wrong with you. They would assume you had problems getting a job.

Today, consulting or freelancing for five businesses at the same time is a badge of honor. It shows how valuable an individual is. Many companies now look to these "ultimate professionals" to solve problems their full-time teams can't. Or they save money by hiring "*top-tier* (顶尖的) experts" only for particular projects.

Working at home or in cafes, starting businesses of their own, and even launching business ventures that eventually may fail, all indicate "initiative," "creativity," and "adaptability," which are desirable qualities in today's workplace. Most important, there is a growing recognition that people who balance



Questions 51 to 55 are based on the following passage.

Nicola Sturgeon's speech last Tuesday setting out the Scottish government's legislative programme for the year ahead confirmed what was already pretty clear. Scottish councils are set to be the first in the UK with the power to levy charges on visitors, with Edinburgh likely to lead the way.

**'levi强收** Tourist taxes are not new. The Himalayan kingdom of Bhutan has a longstanding policy of charging visitors a daily fee. France's tax on overnight stays was introduced to assist *thermal spa* (温泉) towns to develop, and around half of French local authorities use it today.

But such levies are on the rise. Moves by Barcelona and Venice to deal with the phenomenon of "over-tourism" through the use of charges have recently gained prominence. Japan and Greece are among the countries to have recently introduced tourist taxes.

That the UK lags behind is due to our weak, by international standards, local government, as well as the opposition to taxes and regulation of our aggressively pro-market ruling party. Some UK cities have lobbied without success for the power to levy a charge on visitors. Such levies are no universal remedy as the amounts raised would be tiny compared with what has been taken away by central government since 2010. Still, it is to be hoped that the Scottish government's bold move will prompt others to act. There is

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no reason why visitors to the UK, or domestic tourists on holiday in hotspots such as Cornwall, should be exempt from taxation—particularly when vital local services including waste collection, park maintenance and arts and culture spending are under unprecedented strain.

On the contrary, compelling tourists to make a financial contribution to the places they visit beyond their personal consumption should be part of a wider cultural shift. Westerners with disposable incomes have often behaved as if they have a right to go wherever they choose with little regard for the consequences. Just as the environmental harm caused by aviation and other transport must come under far greater scrutiny, the social cost of tourism must also be confronted. This includes the impact of short-term lets on housing costs and quality of life for residents. Several European capitals, including Paris and Berlin, are leading a campaign for tougher regulation by the European Union. It also includes the impact of overcrowding, litter and the kinds of behaviour associated with noisy parties.

There is no “one size fits all” solution to this problem. The existence of new revenue streams for some but not all councils is complicated, and businesses are often opposed, fearing higher costs will make them uncompetitive. But those places that want them must be given the chance to make tourist taxes work.

51. What do we learn from Nicola Sturgeon’s speech?

The car has reshaped our cities. It seems to offer autonomy for everyone. There is something almost delightful in the detachment from reality of advertisements showing mass-produced cars marketed as symbols of individuality and of freedom when most of their lives will be spent making short journeys on choked roads.

'gædʒɪt 小机件

For all the fuss made about top speeds, cornering ability and acceleration, the most useful gadgets on a modern car are those which work when you're going very slowly: parking sensors, sound systems, and navigation apps which will show a way around upcoming traffic jams. This seems to be one of the few areas where the benefit of sharing personal information comes straight back to the sharer: because these apps know where almost all the users are, and how fast they are moving almost all the time, they can spot traffic *congestion* (堵塞) very quickly and suggest ways round it.

The problem comes when everyone is using a navigation app which tells them to avoid everyone else using the same gadget. Traffic jams often appear where no one has enough information to avoid them. When a lucky few have access to the knowledge, they will benefit greatly. But when everyone has perfect information, traffic jams simply spread onto the side roads that seem to offer a way round them.

This new congestion teaches us two things. The first is that the promises of technology will never be realised as fully as we hope; they will be limited by their unforeseen and unintended consequences. Sitting in a more comfortable car in a different traffic jam is pleasant but hardly the liberation that once seemed to be promised. The second is that self-organisation will not get us where we want to go. The efforts of

millions of drivers to get ahead do not miraculously produce a situation in which everyone does better than before, but one in which almost everyone does rather worse. Central control and collective organisation can produce smoother and fairer outcomes, though even that much is never guaranteed.

Similar limits can be foreseen for the much greater advances promised by self-driving cars. Last week, one operated by the taxi company Uber struck and killed a woman pushing her bicycle across a wide road in Arizona. This was the first recorded death involving a car which was supposed to be fully autonomous. Experts have said that it suggests a “catastrophic failure” of technology.

Increasingly, even Silicon Valley has to acknowledge the costs of the *intoxicating* (令人陶醉的) hurry that characterises its culture. What traffic teaches us is that reckless and uncontrolled change is as likely to harm us as it is to benefit us, and that thoughtful regulation is necessary for a better future.

51. What does the author say about car advertisements?

- A) They portray drivers who enjoy speed on the road.
- B) They present a false picture of the autonomy cars provide.
- C) They pursue individuality and originality in design concept.
- D) They overestimate the potential market of autonomous cars.

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Questions 46 to 50 are based on the following passage.

You can't see it, smell it, or hear it, and people disagree on how precisely to define it, or where exactly it comes from. It isn't a school subject or an academic discipline, but it can be learned. It is a quality that is required of artists, but it is also present in the lives of scientists and entrepreneurs. All of us benefit from it and we thrive mentally and spiritually when we are able to wield it. It is a delicate thing, easily stamped out; in fact, it flourishes most fully when people are playful and childlike. Meanwhile, it works best in conjunction with deep knowledge and expertise. [ˌɒntrəprə'nɜ:(r)]

This mysterious—but teachable—quality is creativity, the subject of a recently-published report by Durham Commission on Creativity and Education. The report concludes that creativity should not inhabit the school curriculum only as it relates to drama, music, art and other obviously creative subjects, but that creative thinking ought to run through all of school life, *infusing* (充满) the way humanities and natural sciences are learned.



The authors, who focus on education in England, offer a number of sensible recommendations, some of which are an attempt to alleviate the uninspiring and fact-based approach to education that has crept into policy in recent years. When children are regarded as vessels to be filled with facts, creativity does not prosper; nor does it when teachers' sole objective is coaching children towards exams. One suggestion from the commission is a network of teacher-led "creativity collaboratives", along the lines of existing maths *hubs* (中心), with the aim of supporting teaching for creativity through the school curriculum.

Nevertheless, it is arts subjects through which creativity can most obviously be fostered. The value placed on them by the independent education sector is clear. One only has to look at the remarkable arts facilities at Britain's top private schools to comprehend this. But in the state sector the excessive focus on English, maths and science threatens to crush arts subjects; meanwhile, reduced school budgets mean diminishing extracurricular activities. There has been a 28.1% decline in students taking creative subjects at high schools since 2014, though happily, art and design have seen a recent increase.

This discrepancy between state and private education is a matter of social justice. It is simply wrong and unfair that most children have a fraction of the access to choirs, orchestras, art studios and drama that

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