TRƯỜNG ĐẠI HỌC VĂN LANG
ĐƠN VỊ: KHOA NGOẠI NGỮ

ĐỀ THI VÀ ĐÁP ÁN
THI KẾT THÚC HỌC PHẦN
Học kỳ 1, năm học 2024-2025

I. Thông tin chung

Tên học phần:	Đọc 4		
Mã học phần:	71ENGL30402	Số tín chỉ:	2
Mã nhóm lớp học phần:	241_71ENGL30402_05,06,07		
Hình thức thi: **Trắc nghiệm kết hợp Tự luận**	Thời gian làm bài:	**60**	Phút
Thí sinh được tham khảo tài liệu:	☐ Có	☒ Không	

1. Format đề thi

- Font: Times New Roman
- Size: 13
- Tên các phương án lựa chọn: **in hoa, in đậm**
- Không sử dụng nhảy chữ/số tự động (numbering)
- Mặc định phương án đúng luôn luôn là Phương án A ghi ANSWER: A
- Tổng số câu hỏi thi:
- Quy ước đặt tên file đề thi:

+ Mã học phần_Tên học phần_Mã nhóm học phần_TNTL_De 1

+ Mã học phần_Tên học phần_Mã nhóm học phần_TNTL_De 1_Mã đề (***Nếu sử dụng nhiều mã đề cho 1 lần thi***).

2. Giao nhận đề thi

Sau khi kiểm duyệt đề thi, đáp án/rubric. **Trưởng Khoa/Bộ môn** gửi đề thi, đáp án/rubric về Trung tâm Khảo thí qua email: khaothivanlang@gmail.com bao gồm file word và file pdf (***nén lại và đặt mật khẩu file nén***) và nhắn tin + họ tên người gửi qua số điện thoại **0918.01.03.09** (Phan Nhất Linh).

- Khuyến khích Giảng viên biên soạn và nộp đề thi, đáp án bằng File Hot Potatoes. Trung tâm Khảo thí gửi kèm File cài đặt và File hướng dẫn sử dụng để hỗ trợ Quý Thầy Cô.

II. Các yêu cầu của đề thi nhằm đáp ứng CLO

(Phần này phải phối hợp với thông tin từ đề cương chi tiết của học phần)

Ký hiệu CLO	Nội dung CLO	Hình thức đánh giá	Trọng số CLO trong thành phần đánh giá (%)	Câu hỏi thi số	Điểm số tối đa	Lấy dữ liệu đo lường mức đạt PLO/PI
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CLO1	Áp dụng từ vựng đã học một cách linh hoạt trong tình huống cụ thể	Trắc nghiệm	20%	**Phần 3:** Từ câu 11 đến 20	3,0	**PI 2.1, A**
CLO2	Vận dụng quy trình đọc hiểu vào các bài đọc học thuật có độ dài từ 500 đến dưới 1000 từ	Trắc nghiệm	20%	**Phần 1:** Từ câu 1 đến 5	1,5	**PI 2.1, A**
CLO3	Phân biệt được ý chính và ý chi tiết các bài đọc học thuật có độ dài từ 500 đến dưới 1000 từ	Trắc nghiệm	20%	**Phần 4:** Từ câu 21 đến 25	1,5	**PI 4.1, A**
CLO4	Đọc hiểu ẩn ý trong các bài đọc	Tự luận + Trắc nghiệm	20%	**Phần 2:** Từ câu 6 đến 10	2,0	**PI 4.1, A**
CLO5	Phân tích, tổng hợp ý chính, hàm ý và yếu tố xã hội trong quá trình đọc hiểu	Tự luận	20%	**Phần 5:** Từ câu 1 đến 5	2,0	**PI 4.1, A**

Chú thích các cột:

(1) Chỉ liệt kê các CLO được đánh giá bởi đề thi kết thúc học phần (tương ứng như đã mô tả trong đề cương chi tiết học phần). Lưu ý không đưa vào bảng này các CLO không dùng bài thi kết thúc học phần để đánh giá (có một số CLO được bố trí đánh giá bằng bài kiểm tra giữa kỳ, đánh giá qua dự án, đồ án trong quá trình học hay các hình thức đánh giá quá trình khác chứ không bố trí đánh giá bằng bài thi kết thúc học phần). Trường hợp một số CLO vừa được bố trí đánh giá quá trình hay giữa kỳ vừa được bố trí đánh giá kết thúc học phần thì vẫn đưa vào cột (1)

(2) Nêu nội dung của CLO tương ứng.

(3) Hình thức kiểm tra đánh giá có thể là: trắc nghiệm, tự luận, dự án, đồ án, vấn đáp, thực hành trên máy tính, thực hành phòng thí nghiệm, báo cáo, thuyết trình,..., phù hợp với nội dung của CLO và mô tả trong đề cương chi tiết học phần.

(4) Trọng số mức độ quan trọng của từng CLO trong đề thi kết thúc học phần do giảng viên ra đề thi quy định (mang tính tương đối) trên cơ sở mức độ quan trọng của từng CLO. Đây là cơ sở để phân phối tỷ lệ % số điểm tối đa cho các câu hỏi thi dùng để đánh giá các CLO tương ứng, bảo đảm CLO quan trọng hơn thì được đánh giá với điểm số tối đa lớn hơn. Cột (4) dùng để hỗ trợ cho cột (6).

(5) Liệt kê các câu hỏi thi số (câu hỏi số ... hoặc từ câu hỏi số... đến câu hỏi số...) dùng để kiểm tra người học đạt các CLO tương ứng.

(6) Ghi điểm số tối đa cho mỗi câu hỏi hoặc phần thi.

(7) Trong trường hợp đây là học phần cốt lõi - sử dụng kết quả đánh giá CLO của hàng tương ứng trong bảng để đo lường đánh giá mức độ người học đạt được PLO/PI - cần liệt kê ký hiệu PLO/PI có liên quan vào hàng tương ứng. Trong đề cương chi tiết học phần cũng cần mô tả rõ CLO tương ứng của học phần này sẽ được sử dụng làm dữ liệu để đo lường đánh giá các PLO/PI. Trường hợp học phần không có CLO nào phục vụ việc đo lường đánh giá mức đạt PLO/PI thì để trống cột này.

III. Nội dung câu hỏi thi

PHẦN TRẮC NGHIỆM (*25 câu + 0,3đ/ câu – Phần I, III & IV; 0,4đ/ câu – Phần II*)

SECTION 1: Read the article. Choose A, B, C, or D. (1.5 marks)

A In Paris, urban farmers are trying a soil-free approach to agriculture that uses less space and fewer resources. Could it help cities face the threats to our food supplies?

B On top of a striking new exhibition hall in southern Paris, the world's largest urban rooftop farm has started to bear fruit. Strawberries that are small, intensely flavoured and resplendently red sprout abundantly from large plastic tubes. Peer inside and you see the tubes are completely hollow, the roots of dozens of strawberry plants dangling down inside them. From identical vertical tubes nearby burst row upon row of lettuces; near those are aromatic herbs, such as basil, sage and peppermint. Opposite, in narrow, horizontal trays packed not with soil but with coconut fibre, grow cherry tomatoes, shiny aubergines and brightly coloured chards.

C Pascal Hardy, an engineer and sustainable development consultant, began experimenting with vertical farming and aeroponic growing towers - as the soil-free plastic tubes are known - on his Paris apartment block roof five years ago. The urban rooftop space above the exhibition hall is somewhat bigger: 14,000 square metres and almost exactly the size of a couple of football pitches. Already, the team of young urban farmers who tend it have picked, in one day, 3,000 lettuces and 150 punnets of strawberries. When the remaining

two thirds of the vast open area are in production, 20 staff will harvest up to 1,000 kg of perhaps 35 different varieties of fruit and vegetables, every day. 'We're not ever, obviously, going to feed the whole city this way,' cautions Hardy. 'In the urban environment you're working with very significant practical constraints, clearly, on what you can do and where. But if enough unused space can be developed like this, there's no reason why you shouldn't eventually target maybe between 5% and 10% of consumption.'

D Perhaps most significantly, however, this is a real-life showcase for the work of Hardy's flourishing urban agriculture consultancy, Agripolis, which is currently fielding enquiries from around the world to design, build and equip a new breed of soil-free inner-city farm. 'The method's advantages are many,' he says. 'First, I don't much like the fact that most of the fruit and vegetables we eat have been treated with something like 17 different pesticides, or that the intensive farming techniques that produced them are such huge generators of greenhouse gases. I don't much like the fact, either, that they've travelled an average of 2,000 refrigerated kilometres to my plate, that their quality is so poor, because the varieties are selected for their capacity to withstand such substantial journeys, or that 80% of the price I pay goes to wholesalers and transport companies, not the producers.'

E Produce grown using this soil-free method, on the other hand - which relies solely on a small quantity of water, enriched with organic nutrients, pumped around a closed circuit of pipes, towers and trays - is 'produced up here, and sold locally, just down there. It barely travels at all,' Hardy says. 'You can select crop varieties for their flavour, not their resistance to the transport and storage chain, and you can pick them when they're really at their best, and not before.' No soil is exhausted, and the water that gently showers the plants' roots every 12 minutes is recycled, so the method uses 90% less water than a classic intensive farm for the same yield.

F Urban farming is not, of course, a new phenomenon. Inner-city agriculture is booming from Shanghai to Detroit and Tokyo to Bangkok. Strawberries are being grown in disused shipping containers, mushrooms in underground carparks. Aeroponic farming, he says, is 'virtuous'. The equipment weighs little, can be installed on almost any flat surface and is cheap to buy: roughly €100 to €150 per square metre. It is cheap to run, too, consuming a tiny fraction of the electricity used by some techniques.

G Produce grown this way typically sells at prices that, while generally higher than those of classic intensive agriculture, are lower than soil-based organic growers. There are limits to

what farmers can grow this way, of course, and much of the produce is suited to the summer months. 'Root vegetables we cannot do, at least not yet,' he says. 'Radishes are OK, but carrots, potatoes, that kind of thing - the roots are simply too long. Fruit trees are obviously not an option. And beans tend to take up a lot of space for not much return.' Nevertheless, urban farming of the kind being practised in Paris is one part of a bigger and fast-changing picture that is bringing food production closer to our lives.

Vertical tubes are used to grow strawberries, _____and herbs.

A. lettuces

B. fruits

C. trees

D. grass

ANSWER: A

There will eventually be a daily harvest of as much as _____ in weight of fruit and vegetables.

A. 1,000 kg

B. 3,000 kg

C. 3,000 lettuces

D. 14,000 square metres

ANSWER: A

It may be possible that the farm's produce will account for as much as 10% of the city's _____ overall.

A. food consumption

B. land

C. legumes

D. electricity consumption

ANSWER: A

What can we infer about this farming method from Paragraph E?

A. It helps conserve more water.

B. It needs fewer organic nutrients.

C. It needs more soil.

D. It is costly in terms of transport.

ANSWER: A

Which of the following statements is true?

A. Farmers spend less money on vertical farming.

B. Vertical farming is a new phenomenon.

C. Vertical farming is suitable only in the summer.

D. Farmers can grow potatoes by vertical farming.

ANSWER: A

SECTION 2: Read the passage in SECTION 1 again. Decide if each statement is True, False, or Not Given. (2 marks)

TRUE – if the statement agrees with the information

FALSE – if the statement contradicts the information

NOT GIVEN – if there is no information on this

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Urban farming can take place above or below ground.

A. True

B. False

C. Not Given

ANSWER: A

Some of the equipment used in aeroponic farming can be made by hand.

A. Not Given

B. False

C. True

ANSWER: A

Urban farming relies more on electricity than some other types of farming.

A. False

B. Not Given

C. True

ANSWER: A

Fruit and vegetables grown on an aeroponic urban farm are cheaper than traditionally grown organic produce.

A. True

B. False

C. Not Given

ANSWER: A

Most produce can be grown on an aeroponic urban farm at any time of the year.

A. False

B. Not Given

C. True

ANSWER: A

SECTION 3: Complete each sentence with the correct word or phrase from the word bank. (3 marks)

Working for long periods of time without a break can lead to energy _____and poor performance.

A. depletion

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. controversy

H. finding

I. convenience

J. expedition

K. pattern

L. transition

ANSWER: A

One _____from the study is that organic food is not always better for you.

A. finding

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. controversy

H. depletion

I. convenience

J. expedition

K. pattern

L. transition

ANSWER: A

Making the _____from student to full-time employee won't be easy, but you'll do fine.

A. transition

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. controversy

H. depletion

I. convenience

J. expedition

K. pattern

L. finding

ANSWER: A

Most people's lives follow a typical _____: they graduate from school, get a job, and eventually get their own apartment.

A. pattern

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. controversy

H. depletion

I. convenience

J. expedition

K. transition

L. finding

ANSWER: A

The _____had the purpose of studying the effect of ice loss on polar bears.

A. expedition

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. controversy

H. depletion

I. convenience

J. pattern

K. transition

L. finding

ANSWER: A

We appreciate the _____of living near a bridge into town.

A. convenience

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. controversy

H. depletion

I. expedition

J. pattern

K. transition

L. finding

ANSWER: A

The architectural style of this building caused much _____.

A. controversy

B. fatigue

C. breakthrough

D. sequence

E. disposal

F. conservation

G. convenience

H. depletion

I. expedition

J. pattern

K. transition

L. finding

ANSWER: A

The safe _____of garbage is very important in order to protect the environment.

A. disposal

B. fatigue

C. breakthrough

D. sequence

E. controversy

F. conservation

G. convenience

H. depletion

I. expedition

J. pattern

K. transition

L. finding

ANSWER: A

We are interested in studying the _____of events during the first Industrial Revolution.

A. sequence

B. fatigue

C. breakthrough

D. disposal

E. controversy

F. conservation

G. convenience

H. depletion

I. expedition

J. pattern

K. transition

L. finding

ANSWER: A

Severe _____can be caused by too much exercise or a poor diet, resulting in the desire to sleep all the time.

A. fatigue

B. sequence

C. breakthrough

D. disposal

E. controversy

F. conservation

G. convenience

H. depletion

I. expedition

J. pattern

K. transition

L. finding

ANSWER: A

SECTION 4: Choose the correct heading of each paragraph below. (1.5 marks)

A When primitive automobiles first began to appear in the 1800s, their engines were based on steam power. Steam had already enjoyed a long and successful career in the railways, so it was only natural that the technology evolved into a miniaturized version which was separate from the trains. But these early cars inherited steam's weaknesses along with its strengths. The boilers had to be lit by hand, and they required about twenty minutes to build up pressure before they could be driven. Furthermore, their water reservoirs only lasted for about thirty miles before needing replenishment. Despite such shortcomings, these newly designed self-propelled carriages offered quick transportation, and by the early 1900s it was not uncommon to see such machines shuttling wealthy citizens around town.

B But the glory days of steam cars were few. A new technology called the Internal Combustion Engine soon appeared, which offered the ability to drive down the road just moments after starting up. At first, these noisy gasoline cars were unpopular because they were more complicated to operate and they had difficult hand-crank starters, which were known to break arms when the engines backfired. But in 1912 General Motors introduced the electric starter, and over the following few years steam power was gradually phased out.

C Even as the market was declining, four brothers made one last effort to rekindle the technology. Between 1906 and 1909, while still attending high school, Abner Doble and his three brothers built their first steam car in their parents' basement. It comprised parts taken from a wrecked early steam car but reconfigured to drive an engine of their own design. Though it did not run well, the Doble brothers went on to build a second and third prototype in the following years. Though the Doble boys' third prototype, nicknamed the Model B, still lacked the convenience of an internal combustion engine, it drew the attention of automobile trade magazines due to its numerous improvements over previous steam cars. The Model B proved to be superior to gasoline automobiles in many ways. Its high-pressure steam drove the engine pistons in virtual silence, in contrast to clattering gas engines which emitted the aroma of burned hydrocarbons. Perhaps most impressively, the Model B was amazingly swift.

It could accelerate from zero to sixty miles per hour in just fifteen seconds, a feat described as ‘remarkable acceleration’ by Automobile magazine in 1914.

D The following year Abner Doble drove the Model B from Massachusetts to Detroit in order to seek investment in his automobile design, which he used to open the General Engineering Company. He and his brothers immediately began working on the Model C, which was intended to expand upon the innovations of the Model B. The brothers added features such as a key-based ignition in the cabin, eliminating the need for the operator to manually ignite the boiler. With these enhancements, the Dobles” new car company promised a steam vehicle which would provide all of the convenience of a gasoline car, but with much greater speed, much simpler driving controls, and a virtually silent powerplant. By the following April, the General Engineering Company had received 5,390 deposits for Doble Detroits, which were scheduled for delivery in early 1918.

E Later that year Abner Doble delivered unhappy news to those eagerly awaiting the delivery of their modern new cars. Those buyers who received the handful of completed cars complained that the vehicles were sluggish and erratic, sometimes going in reverse when they should go forward. The new engine design, though innovative, was still plagued with serious glitches.

F The brothers made one final attempt to produce a viable steam automobile. In early 1924, the Doble brothers shipped a Model E to New York City to be road-tested by the Automobile Club of America. After sitting overnight in freezing temperatures, the car was pushed out into the road and left to sit for over an hour in the frosty morning air. At the turn of the key, the boiler lit and reached its operating pressure inside of forty seconds. As they drove the test vehicle further, they found that its evenly distributed weight lent it surprisingly good handling, even though it was so heavy. As the new Doble steamer was further developed and tested, its maximum speed was pushed to over a hundred miles per hour, and it achieved about fifteen miles per gallon of kerosene with negligible emissions.

G Sadly, the Dobles’ brilliant steam car never was a financial success. Priced at around $18,000 in 1924, it was popular only among the very wealthy. Plus, it is said that no two Model Es were quite the same, because Abner Doble tinkered endlessly with the design. By the time the company folded in 1931, fewer than fifty of the amazing Model E steam cars had been produced. For his whole career, until his death in 1961, Abner Doble remained adamant that steam-powered automobiles were at least equal to gasoline cars, if not superior. Given

the evidence, he may have been right. Many of the Model E Dobles which have survived are still in good working condition, some having been driven over half a million miles with only normal maintenance. Astonishingly, an unmodified Doble Model E runs clean enough to pass the emissions laws in California today, and they are pretty strict. It is true that the technology poses some difficult problems, but you cannot help but wonder how efficient a steam car might be with the benefit of modern materials and computers. Under the current pressure to improve automotive performance and reduce emissions, it is not unthinkable that the steam car may rise again.

Paragraph A ____

A. Good and bad aspects of steam technology are passed on

B. A better option than the steam car arises

C. Positive publicity at last for this quiet, clean, fast vehicle

D. Further improvements lead to commercial orders

E. A disappointing outcome for customers

F. Marketing issues lead to failure

ANSWER: A

Paragraph B ____

A. A better option than the steam car arises

B. Good and bad aspects of steam technology are passed on

C. Positive publicity at last for this quiet, clean, fast vehicle

D. Further improvements lead to commercial orders

E. A disappointing outcome for customers

F. Marketing issues lead to failure

ANSWER: A

Paragraph C ____

A. Positive publicity at last for this quiet, clean, fast vehicle

B. A better option than the steam car arises

C. Good and bad aspects of steam technology are passed on

D. Further improvements lead to commercial orders

E. A disappointing outcome for customers

F. Marketing issues lead to failure

ANSWER: A

Paragraph D ____

A. Further improvements lead to commercial orders

B. A better option than the steam car arises

C. Positive publicity at last for this quiet, clean, fast vehicle

D. Good and bad aspects of steam technology are passed on

E. A disappointing outcome for customers

F. Marketing issues lead to failure

ANSWER: A

Paragraph E ____

A. A disappointing outcome for customers

B. A better option than the steam car arises

C. Positive publicity at last for this quiet, clean, fast vehicle

D. Further improvements lead to commercial orders

E. Good and bad aspects of steam technology are passed on

F. Marketing issues lead to failure

ANSWER: A

……

PHẦN TỰ LUẬN (*5 câu + 0,4đ/ câu)*

SECTION 5: Read the article in SECTION 4 again. Then write short answers (NO MORE THAN 10 WORDS) to these questions. (2 marks)

A When primitive automobiles first began to appear in the 1800s, their engines were based on steam power. Steam had already enjoyed a long and successful career in the railways, so it was only natural that the technology evolved into a miniaturized version which was separate from the trains. But these early cars inherited steam's weaknesses along with its

strengths. The boilers had to be lit by hand, and they required about twenty minutes to build up pressure before they could be driven. Furthermore, their water reservoirs only lasted for about thirty miles before needing replenishment. Despite such shortcomings, these newly designed self-propelled carriages offered quick transportation, and by the early 1900s it was not uncommon to see such machines shuttling wealthy citizens around town.

B But the glory days of steam cars were few. A new technology called the Internal Combustion Engine soon appeared, which offered the ability to drive down the road just moments after starting up. At first, these noisy gasoline cars were unpopular because they were more complicated to operate and they had difficult hand-crank starters, which were known to break arms when the engines backfired. But in 1912 General Motors introduced the electric starter, and over the following few years steam power was gradually phased out.

C Even as the market was declining, four brothers made one last effort to rekindle the technology. Between 1906 and 1909, while still attending high school, Abner Doble and his three brothers built their first steam car in their parents' basement. It comprised parts taken from a wrecked early steam car but reconfigured to drive an engine of their own design. Though it did not run well, the Doble brothers went on to build a second and third prototype in the following years. Though the Doble boys' third prototype, nicknamed the Model B, still lacked the convenience of an internal combustion engine, it drew the attention of automobile trade magazines due to its numerous improvements over previous steam cars. The Model B proved to be superior to gasoline automobiles in many ways. Its high-pressure steam drove the engine pistons in virtual silence, in contrast to clattering gas engines which emitted the aroma of burned hydrocarbons. Perhaps most impressively, the Model B was amazingly swift. It could accelerate from zero to sixty miles per hour in just fifteen seconds, a feat described as 'remarkable acceleration' by Automobile magazine in 1914.

D The following year Abner Doble drove the Model B from Massachusetts to Detroit in order to seek investment in his automobile design, which he used to open the General Engineering Company. He and his brothers immediately began working on the Model C, which was intended to expand upon the innovations of the Model B. The brothers added features such as a key-based ignition in the cabin, eliminating the need for the operator to manually ignite the boiler. With these enhancements, the Dobles" new car company promised a steam vehicle which would provide all of the convenience of a gasoline car, but with much greater speed, much simpler driving controls, and a virtually silent powerplant. By the

following April, the General Engineering Company had received 5,390 deposits for Doble Detroits, which were scheduled for delivery in early 1918.

E Later that year Abner Doble delivered unhappy news to those eagerly awaiting the delivery of their modern new cars. Those buyers who received the handful of completed cars complained that the vehicles were sluggish and erratic, sometimes going in reverse when they should go forward. The new engine design, though innovative, was still plagued with serious glitches.

F The brothers made one final attempt to produce a viable steam automobile. In early 1924, the Doble brothers shipped a Model E to New York City to be road-tested by the Automobile Club of America. After sitting overnight in freezing temperatures, the car was pushed out into the road and left to sit for over an hour in the frosty morning air. At the turn of the key, the boiler lit and reached its operating pressure inside of forty seconds. As they drove the test vehicle further, they found that its evenly distributed weight lent it surprisingly good handling, even though it was so heavy. As the new Doble steamer was further developed and tested, its maximum speed was pushed to over a hundred miles per hour, and it achieved about fifteen miles per gallon of kerosene with negligible emissions.

G Sadly, the Dobles' brilliant steam car never was a financial success. Priced at around $18,000 in 1924, it was popular only among the very wealthy. Plus, it is said that no two Model Es were quite the same, because Abner Doble tinkered endlessly with the design. By the time the company folded in 1931, fewer than fifty of the amazing Model E steam cars had been produced. For his whole career, until his death in 1961, Abner Doble remained adamant that steam-powered automobiles were at least equal to gasoline cars, if not superior. Given the evidence, he may have been right. Many of the Model E Dobles which have survived are still in good working condition, some having been driven over half a million miles with only normal maintenance. Astonishingly, an unmodified Doble Model E runs clean enough to pass the emissions laws in California today, and they are pretty strict. It is true that the technology poses some difficult problems, but you cannot help but wonder how efficient a steam car might be with the benefit of modern materials and computers. Under the current pressure to improve automotive performance and reduce emissions, it is not unthinkable that the steam car may rise again.

Câu hỏi 1: (0,4 điểm): **What point does the writer make about the steam car in Paragraph B?**

Câu hỏi 2: (0,4 điểm): **What did the Doble brothers do when building their first steam car?**

Câu hỏi 3: (0,4 điểm): **In order to produce the Model C, what did the Doble brothers need?**

Câu hỏi 4: (0,4 điểm): **What were the disadvantages of the Model C?**

Câu hỏi 5: (0,4 điểm): **What can we infer about steam cars from Paragraph G?**

ĐÁP ÁN PHẦN TỰ LUẬN VÀ THANG ĐIỂM

Phần câu hỏi	Nội dung đáp án	Thang điểm	Ghi chú
I. Trắc nghiệm (Phần I- IV)		**8,0**	
Câu 1 – 5	1. lettuces 2. 1,000 kg 3. food consumption 4. It helps conserve more water. 5. Farmers spend less money on vertical farming.	0,3	
Câu 6 – 10	6. True 7. Not Given 8. False 9. True 10. False	0,4	
Câu 11 – 20	11. depletion 12. finding 13. transition 14. pattern 15. expedition 16. convenience 17. controversy 18. disposal 19. sequence 20. fatigue	0,3	
Câu 21 – 25	21. Good and bad aspects of steam technology are passed on 22. A better option than the steam car arises 23. Positive publicity at last for this quiet, clean, fast vehicle	0,3	

	24. Further improvements lead to commercial orders 25. A disappointing outcome for customers		
II. Tự luận (Phần V)		**2,0**	
Câu 1	Its success was short-lived. / The glory days of steam cars were few.	0,4	
Câu 2	They made one last effort to rekindle the technology. / They needed several attempts to achieve a competitive model.	0,4	
Câu 3	investment/ financial capital	0,4	
Câu 4	They were sluggish and erratic.	0,4	
Câu 5	They might be still useful.	0,4	
	Điểm tổng	**10,0**	

TP. Hồ Chí Minh, ngày 27 tháng 09 năm 2024

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