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УПРАВЛЕНИЕ РАБОТОЙ В АВТОТРАНСПОРТНЫХ ПРЕДПРИЯТИЯХ

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Motor transport (motor truck) depots are intended to perform passenger and cargo transportation. Motor truck depots are responsible for servicing passenger routes, charging / discharging operations, forwarding and warehousing services, and intermodal transshipment. To perform these functions motor depots have land territories, warehouses and storage facilities, cargo handling facilities (especially autoloading and cranes), passengers terminals, access ways to railway, sea and air transport, garages and workshops for technical maintenance, and a qualified personnel.

Depot performance management is implemented by four main areas: finance, technical guidance, safe traffic control and cargo forwarding and transportation service. The last three departments serve special attention. Technical guidance of the truck depot is headed by the chief engineer. His department is responsible for technical servicing and maintenance of vehicles, including monitoring and supervision for adherence to technical specifications. Safe traffic control department is submitted straightly to general director of the depot. Safe traffic control department is in charge of drivers training and their suitability for occupation, co-ordination and regulation of routes, interaction with traffic inspection, and etc. Cargo forwarding and transportation service is the most complex structure in the depot. The main function of cargo forwarding and transportation service is to deliver cargoes to the ultimate customer. This function is the part of logistics itself and that is why it is closely connected with the latter.

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АТОМНАЯ ЭНЕРГИЯ

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First of all, nuclear energy is one of the cleanest in terms of carbon dioxide production, and for decades it has been outcompeted conventional fossil fuel energy which is directly responsible for greenhouse effect nowadays. In addition, nuclear raw material contains far more Joules per kilogram of fuel than energy sources like hydrogen, shale gas or petroleum. Furthermore, previously mentioned aspects make nuclear energy as one of the cheapest options for nation's energy politics due to the fact that raw materials are widely abundant and accessible. Secondly, in recent decade society is highly concerned about major drawbacks of nuclear power, especially growth of nuclear stocks in Middle East, as they can be used for nuclear weapon production and could ignite nuclear war. Another disadvantage is raising amount of nuclear waste that comes from nuclear power plants. Due to the fact that it is very expensive and in some cases even impossible to degrade radioactive waste, most of the countries

have decided just to collect and store it for unknown period of time in underground warehouses. Although several scientific groups are pursuing a sustainable disposal technology for decades, there has not been a significant progress. In my opinion, probably the biggest threat for the society is nuclear power plant failures that could lead to disastrous consequences both to environment and human being. The atom bomb demonstrated that nuclear fission provided a new and powerful source of energy and that it might be put to peaceful use as well. In agriculture, atomic energy is sold in the shape of radioactive tracers in research for finding the best type of fertilizers for farming. In medicine, radioisotopes of iodine are used for diagnosing brain tumors. Other radioactive isotopes are used for cure of the human ailments – in the treatment of cancer, radio-gold. Radio-iodine and radio-cobalt are used. In industry, radio isotopes are used for measuring the thickness of paper, rubber, textile and metallic sheets for the detection of hidden flaws in castings and for the detection of the thickness, flow and separations of liquids. To conclude, I disagree that the benefits of nuclear technology far outweigh the disadvantages. I think, significant advances in nuclear processing technology are needed to safely exploit nuclear energy.

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СТРУКТУРА HTML ДОКУМЕНТА

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HTML-document is a usual text file, which contains construction of language HTML. That is why you can create this document in usual texts editors, like Note, and save new files with extension htm or .html. The point of HTML-document is marking text using control symbols – tags, which locate in angle brackets. Angle brackets contains codes, which can be recognized by browser. Majority of tags have pair, have opening element `<` and closing element `>`. HTML-document must always begin with opening tag `<html>` and end with closing `</html>`. Inside it, like in container, there are two blocks: information service block `<head>...</head>` and block `<body>...</body>` (body of page), which contains visual browser information: textures, pictures, audio and video, animation and models. Inside block `<head>...</head>` there is block `<title>...</title>` and meta-tags, which have service information. Text between tags `<title>...</title>` is displayed in the title bar of the browser.

In HTML-document meta tags have information for browsers and search engines. Most meta tags are not necessary. Using meta tags you may find the name of the author of site, change text encoding for correct displaying and write key words which will be used by search engines to search the information contained on your page. Formalization of HTML-document HTML tags can contain attributes, which are the parameters and properties of the markup document. Attributes `<body>` tag define the appearance of the whole webpage, while some other elements, such as headers and tables can have their own special design. The choice of color of the page, the background image and text color is very important, because it effects on visual perception of the entire site. Color pages are specified by color, and color of the text – text. The value of attribute is color, which gets its name in English or in hexadecimal. The most important structural elements of a web page are headlines and paragraphs. There are six levels of headings, which are designated M, h2,...h6. Special tags are used to describe each level, for