**Примерные оценочные материалы, применяемые при проведении текущего контроля по дисциплине (модулю)**

**«Иностранный язык как профессиональный»**

При проведении текущего контроля обучающемуся предлагается прочитать, перевести текст и написать к нему рецензии и аннотаций.

**Примерный текст для чтения, перевода, прерсказа**

**и написания к нему рецензии и аннотациий:**

### TEXT 1. How Technology is Changing the Future of Logistics

Read and translate the text.

The evolution of technology is pushing the boundaries and changing how the world does business. Today, we’re accustomed to everything being online and right at our fingertips for immediate access. Through Amazon, the pioneer of fast-paced delivery service, it’s possible to receive a package less than an hour after ordering, depending on where you live. Improved technology has also increased productivity in the supply chain, minimizing costs and errors. These advances benefit all areas of the logistics industry: trucking transportation, international transportation (ocean and air), supply chain management, and shipment tracking. Here are some major technology advances that are changing the future of the logistics industry.

**Shipment Tracking Systems**

Previously, customers booked shipments, received an estimated delivery date and then were left in the dark, unless they decided to make a phone call. Today, internet and software advances allow customers access to shipping and tracking systems 24/7. Not only does this enhance the user experience, but it saves time and money for the company as well. Shapiro offers Shapiro 360°, [a shipment tracking system](https://www.shapiro.com/commercial-cargo/shapiro-360/) tailored for customers that allows to them to monitor and manage their shipments. It features shipment notifications and messages, customizable reporting, and customer accounts with information specific to the cargo destined to them. You can’t complain when technology is allowing us to do everything from the comfort of our couches.

**Internet of Things (IoT) and Radio Frequency Identification (RFID)**

Did you think years ago that you would be able to turn on your ceiling fan from your smartphone? Today, many devices are made with built-in Wi-Fi capabilities and sensors, from cell phones and ceiling fans to cars. The easy access to Wi-Fi and the internet connects everyone to everything, which is why it’s called Internet of Things. IoT is opening up many opportunities for the supply chain, such as reducing costs and delays by avoiding risks. Sensors are built into cabs, cargo ships, trains, etc., and connect to an alarm system or dispatcher that is monitoring and tracking. These sensors process and transmit the information to the crew who then gains insight into hidden risks and knowledge. Although IoT isn’t an entirely new technology, it continues to impact the future of logistics, allowing for a more accurate in-transit visibility and delivery of goods.

RFID technology, which has also been in use for a few years, is a popular labor-saving way companies can track their inventory. A tag or sensor is placed on the product and radio waves are sent out. The data is then received and processed by the company. Similar to RFID tags are barcodes, but the superior speed of information delivery and data processing of RFIDs is more appealing to businesses and the way technology is moving. Today, many companies are using RFID tags in their distribution warehouses to monitor containers. Other industries are already using RFID tags, such as the apparel industry and major theme parks.

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При проведении текущего контроля обучающемуся предлагаются темы для проведения беседы.

**Примерные темы для проведения беседы:**

1.What is Internet of Things in Logistics?

2. Shipment **Tracking Systems**

3. What is **Radio Frequency Identification?**

4. Amazon system is a pioneer of fast-paced delivery service.

5. Data in Logistics Business.

6. Improved technology has also increased productivity in the supply chain, minimized costs but also may have errors.

**Примерные оценочные материалы, применяемые при проведении промежуточной аттестации по дисциплине (модулю)**

**«Иностранный язык как профессиональный»**

При проведении промежуточной аттестации обучающемуся предлагается перевести предложения из нижеприведенного списка и обсудить данные темы.

**Примерный перечень тем и предложений для перевода и обсуждения данных тем на экзамене:**

*Translate the sentences from Russian into English and discuss them:*

1. Сегодня многие устройства производятся со встроенными Wi-Fi технологиями и специальными датчиками. Мы наблюдаем это от мобильных телефонов и потолочных вентиляторов до электромобилей.

2. Эти достижения приносят пользу всем областям логистической отрасли: автомобильным и международным перевозкам (морским и воздушным транспортом), управлению цепочками поставок и отслеживанию отправлений.

3. Существует ряд основных технологических достижений, которые значительно изменят будущее логистической отрасли.

4. Система отслеживания отправлений включает в себя уведомления и сообщения об отправках, настраиваемую отчетность и учетные записи клиентов с информацией, относящейся к предназначенному им грузу.

5. Интернет вещей открывает множество возможностей для цепочки поставок, таких как сокращение затрат и задержек за счет избегания возможных рисков.

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**«Иностранный язык как профессиональный»**

При проведении промежуточной аттестации обучающемуся предлагается прочитать, перевести и пересказать текст из нижеприведенного списка.

**Примерный перечень текстов для перевода, пересказа и написания рецензий и аннотаций на экзамене:**

***TASK: Read, translate, render, retell the text and write the Full and Short Abstracts with key-words.***

**Internet systems in Logistics**

In today’s world transport, storage and goods handling do not comply with the policy of sustainable development from an economic, environmental and social point of view. Lack of efficiency is visible at every stage—from empty transports to non-utilized distribution centers. Physical Internet is a global logistics system in which products are transported in standardized, modular containers as efficiently and seamlessly between continents as in the case of Digital Internet transferring information between servers. It is a game-changing vision that caused agitation in the logistics industry and already attracts investments, especially in the European Union.

One of the most important things that make the Internet work is the way it transfers data around the world by subdividing it into information packets with the main information that describes how split packets are to be connected again. This is done using TCP/IP protocols. If the protocols are standardized, the process is platform independent, so there is no difference whether you receive information on a computer working in a Mac, Linux, or Windows system or on a phone/tablet/smart watch working on iOS or Android. So, if we send a 25MB photo from Gdansk to New York, the file is divided into packets that are transferred through the most efficient path. One packet can go through London, another through Tel Aviv, and when all packets reach their destination, the picture is reconstructed. This happens seamlessly.

The same should apply to freight. Twenty percent of heavy-duty vehicles in the United States and 30–40 percent in the EU travel empty. Elimination of empty journeys is the key to reducing inefficiencies in road transport. Physical Internet offers a solution based on the described example of Digital Internet. The way physical goods are being transported is ineffective economically, environmentally, and socially. The solution lies not only in the road infrastructure, electric vehicles (EVs), urban consolidation centers (UCCs) or freight quality partnership (FQPs); the change must be conceptual and focused on empty runs with the use of the above-mentioned factors. It is important to study Physical Internet now, when the Internet of Things (IoT) is shifting a paradigm and is expected to become a part of future business and social activities. Things have physical attributes, virtual identities, and personalities, which enables interaction and communication between things and the environment connected in the network. If the network connects transport modes, transport operators, freight forwarders, goods and hubs, and lots of networks create a wider network (network of networks), we talk about the Physical Internet. This concept increases operating effectiveness and sustainability especially in city logistics. Logistics networks are facing a need of transformation to face the challenges like e-commerce and sharing economy. The transformation lies in IoT and PI (π).

**Seamless and Effective Transport of Goods**

The first to define the Physical Internet, Montreuil, Meller, and Ballot (2012) argue that the optimum solution means transporting goods in standardized boxes, which will in several combinations fill a 40-foot container, like building blocks in the game of Tetris (see fig. 1) are to be world-standard, smart, eco-friendly and modular. Their features are to be standardized for the whole world, just like 20- and 40-foot containers. This would free the supply chain of stage shipments and set up dedicated networks. In theory, a single shipment can start with road transport and then the goods can be reloaded to other, more efficient branches of transport (railway/water). The Physical Internet (PI, π) is defined as an open global logistics system founded on physical, digital, and operational interconnectivity through encapsulation, interfaces, and protocols.

There are still some horizons to be explored, like methods of network connection between carriers and shippers, new business models, and network security. The author’s now-concluded survey shows stakeholders’ reluctance toward sharing information and connecting to the common platform. No one has ever designed a coherent global transport system. Current solutions rely on a combination of national, regional, and local networks with no common structure resulting in a chaotic and ineffective transport model.

Another way (instead of using π-containers) to increase the efficiency with the Physical Internet will be sharing information within the network (which will be the network of networks) about the available cargo space in the vehicle. A 40-foot container can hold 80 tons of goods and has a capacity of 690m3. If you carry salty sticks, you can fill the entire capacity with a weight of only, say, 5 tons. If you are transporting steel rolls, you will quickly achieve maximum capacity, filling only 90m3. If salty sticks and steel suppliers work together, both will save money by getting a better rate and the container will achieve a greater utilization rate, and thus the efficiency will be increased.

The Physical Internet will also be a potential answer to the deficit of drivers. We need five days to cover the route from Gdansk to Porto with a truck. It is unlikely, however, to return at the same time with a fully loaded car. In order for the ride to be profitable, the return takes about 2–3 weeks, because on subsequent sections of the return route we are looking for loads to be transported. Stress related to separation from family, immobilization for many hours a week, monotony, uncomfortable sanitary conditions, lack of knowledge of the languages of the countries through which you pass, constant pressure from the manager, and additional incidents on the route are the reasons why the rotation in the driving profession is so big.