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Introducing a NEW addition to our growing library of computer science titles, Algorithm Design and Applications, by Michael T. Goodrich & Roberto Tamassia! Algorithms is a course required for all computer science majors, with a strong focus on theoretical topics. Students enter the course after gaining hands-on experience with computers, and are expected to learn how algorithms can be applied to a variety of contexts. This new book integrates application with theory. Goodrich & Tamassia believe that the best way to teach algorithmic topics is to present them in a context that is motivated from applications to uses in society, computer games, computing industry, science, engineering, and the internet. The text teaches students about designing and using algorithms, illustrating connections between topics being taught and their potential applications, increasing engagement.

With a Haynes manual, you can do-it-yourself...from simple maintenance to basic repairs. Haynes writes every book based on a complete teardown of the vehicle, where we learn the best ways to do a job and that makes it quicker, easier and cheaper for you. Haynes books have clear instructions and hundreds of photographs that show each step. Whether you are a beginner or a pro, you can save big with a Haynes manual! This manual features complete coverage for your Honda CRF1000L Africa Twin built between 2016 and 2019, covering: routine maintenance, tune-up procedures, engine repair, cooling and heating, air conditioning, fuel and exhaust, emissions control, ignition, brakes, suspension and steering, electrical systems, and wiring diagrams. The specific CRF1000L models covered by this manual include: CRF1000A, 2016-2019 CRF1000D (DCT), 2016-2019 CRF1000A2 Adventure Sport, 2018-2019 CRF1000D2 (DCT) Adventure Sport, 2018-2019

Part 2 of 2 Today we are releasing Version 2 of the CFPB Supervision and Examination Manual, the guide our examiners use in overseeing companies that provide consumer financial products and services. Our manual, originally released in October 2011, describes how the CFPB supervises and examines these providers and gives our examiners direction on how to determine if companies are complying with consumer financial protection laws. We updated the supervision manual to reflect the renumbering of the consumer financial protection regulations for which the CFPB is responsible. The numbering conventions in the Code of Federal Regulations (CFR) allow the reader to easily identify which regulations fall under a particular agency's responsibility. The renumbering incorporated throughout the manual reflects the Dodd-Frank Act of 2010 transfer of rulemaking responsibility for many consumer financial protection regulations from other Federal agencies to the CFPB. In December 2011, the CFPB published its renumbered regulations in the Federal Register. The renumbered regulations also included certain technical changes but no substantive changes. The CFPB's renumbering reflects the codification of its regulations in Title 12 (Banks and Banking), Chapter X (Bureau of Consumer Financial Protection) of the CFR. For example, before July 21, 2011, the Federal Reserve had rulemaking authority for the Home Mortgage Disclosure Act, which was codified in Title 12, Chapter II (Federal Reserve

System), Part 203. The CFPB's implementing regulation for the Home Mortgage Disclosure Act is now codified in Title 12, Chapter X, Part 1003.

This book presents the new Precariat – the rapidly growing number of people facing lives of insecurity, on zero hours contracts, moving in and out of jobs that give little meaning to their lives. The delivery driver who brings your packages, the uber driver who gets you to work, the security guard at the mall, the carer looking after our elderly...these are The Precariat. Guy Standing investigates this new and growing group, finding a frustrated and angry new underclass who are often ignored by politicians and economists. The rise of zero hours contracts, encouraged by fat cat corporations as risk-free employment, and by silicon valley as a way of outsourcing costs and responsibility, has been exacerbated by the COVID pandemic. At the same time, in its experience of lockdown, the western world is realizing the true value of these nurses, carers and key workers. The answer? The return of income security and meaningful work - the principles 20th century capitalism was built on. By making the fears and desires of the Precariat central to economic thinking, Standing shows how concepts like Basic Income are not just desirable but inevitable, and plots the way to a better future.

This book takes a look at fully automated, autonomous vehicles and discusses many open questions: How can autonomous vehicles be integrated into the current transportation system with diverse users and human drivers? Where do automated vehicles fall under current legal frameworks? What risks are associated with automation and how will society respond to these risks? How will the marketplace react to automated vehicles and what changes may be necessary for companies? Experts from Germany and the United States define key societal, engineering, and mobility issues related to the automation of vehicles. They discuss the decisions programmers of automated vehicles must make to enable vehicles to perceive their environment, interact with other road users, and choose actions that may have ethical consequences. The authors further identify expectations and concerns that will form the basis for individual and societal acceptance of autonomous driving. While the safety benefits of such vehicles are tremendous, the authors demonstrate that these benefits will only be achieved if vehicles have an appropriate safety concept at the heart of their design. Realizing the potential of automated vehicles to reorganize traffic and transform mobility of people and goods requires similar care in the design of vehicles and networks. By covering all of these topics, the book aims to provide a current, comprehensive, and scientifically sound treatment of the emerging field of “autonomous driving”.

This report focuses on the risks of climate change to development in Sub-Saharan Africa, South East Asia and South Asia. Building on the 2012 report, Turn Down the Heat: Why a 4°C Warmer World Must be Avoided, this new scientific analysis examines the likely impacts of present day, 2°C and 4°C warming on agricultural production, water resources, and coastal vulnerability. It finds many significant climate and development impacts are already being felt in some regions, and that as warming increases from present day (0.8°C) to 2°C and 4°C, multiple threats of increasing extreme heat waves, sea-level rise, more severe storms, droughts and floods are expected to have further severe negative implications for the poorest and most vulnerable. The report finds that agricultural yields will be affected across the three regions, with repercussions for food security, economic growth, and poverty reduction. In addition, urban areas have been identified as new clusters of vulnerability with urban dwellers, particularly the urban poor, facing significant vulnerability to climate change. In Sub-Saharan

Africa, under 3°C global warming, savannas are projected to decrease from their current levels to approximately one-seventh of total land area and threaten pastoral livelihoods. Under 4°C warming, total hyper-arid and arid areas are projected to expand by 10 percent. In South East Asia, under 2°C warming, heat extremes that are virtually absent today would cover nearly 60-70 percent of total land area in northern-hemisphere summer, adversely impacting ecosystems. Under 4°C warming, rural populations would face mounting pressures from sea-level rise, increased tropical cyclone intensity, storm surges, saltwater intrusions, and loss of marine ecosystem services. In South Asia, the potential sudden onset of disturbances to the monsoon system and rising peak temperatures would put water and food resources at severe risk. Well before 2°C warming occurs, substantial reductions in the frequency of low snow years is projected to cause substantial reductions in dry season flow, threatening agriculture. Many of the worst climate impacts could still be avoided by holding warming below 2°C, but the window for action is closing rapidly. Urgent action is also needed to build resilience to a rapidly warming world that will pose significant risks to agriculture, water resources, coastal infrastructure, and human health.

For a century, almost all light-duty vehicles (LDVs) have been powered by internal combustion engines operating on petroleum fuels. Energy security concerns about petroleum imports and the effect of greenhouse gas (GHG) emissions on global climate are driving interest in alternatives. Transitions to Alternative Vehicles and Fuels assesses the potential for reducing petroleum consumption and GHG emissions by 80 percent across the U.S. LDV fleet by 2050, relative to 2005. This report examines the current capability and estimated future performance and costs for each vehicle type and non-petroleum-based fuel technology as options that could significantly contribute to these goals. By analyzing scenarios that combine various fuel and vehicle pathways, the report also identifies barriers to implementation of these technologies and suggests policies to achieve the desired reductions. Several scenarios are promising, but strong, and effective policies such as research and development, subsidies, energy taxes, or regulations will be necessary to overcome barriers, such as cost and consumer choice.

The International Federation of Library Associations and Institutions (IFLA) is the leading international body representing the interests of library and information services and their users. It is the global voice of the information profession. The series IFLA Publications deals with many of the means through which libraries, information centres, and information professionals worldwide can formulate their goals, exert their influence as a group, protect their interests, and find solutions to global problems.

'Supply Chain Management' illustrates the key drivers of good supply chain management in order to help students understand what creates a competitive advantage. It also provides strong coverage of analytic skills so that students can gauge the effectiveness of the techniques described.