

COMPLEX SEAPORTS MANAGERIAL EMPHASIS WITHIN THE ENVIRONMENTAL SECURITY AND SAFETY CONTEXT

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Abstract:

In the current context water pollution, beginning with the last decade of our century, has become an imperative area of strategic debates within the strong industrial development world status, the difference between the quality of natural water sources and water quality required by consumers (drinking, industrial, irrigation, etc.) increased, reaching levels that, in many cases, led to the impossibility of applying treatment technologies known. Ensuring a certain quality level is the thinnest line that separates optimal from catastrophic.

Thus, being in the fore, the complex seaports have a strategic role within the environmental security and safety context, and also within the national economy - in the sense of values being determined in the market, but cannot be marketed in the form of goods and services cannot be measured in monetary value and require new assessment tools that include quality aspects.

Hence, we are strengthening in applying the concept of quality sustainable development, within which the government can influence the behavior of authorities, but more important businesses and individuals are also subjects of environmental policy instruments that aim to achieve positive reinforcing the links between development and the environment and breaking the linkages between economic growth and environmental damage. Stressing out the managerial guidelines, complex seaports as playing a strategic role within this context must for sure shelter endogenous and exogenous variables for securing from ecological risks.

Still, the conclusions are redirected towards major element contents foundation of quality stages developing ecological studies. We are considering that their importance has a conditional placement for the complex seaports, size and alignment requirements mainly taking into account the securing environment development from ecologic risking.

Keywords: complex seaports, managerial emphasis, environmental security, ecologic risks, environment-economy feedback

JEL Classification: L92, R41, R42

1. INTRODUCTION

Discussing the managerial emphasis of complex seaports in the above named context, under different circumstances of time and place, even if some methodological shortcomings approached from the early stages, we are taking into fore point the shaping of natural resources issues and their limited nature, that stands for an imperative due, for our world existence.

Obviously without proposes an approach to the history of economic thought related to this field, we want to point out only that, essentially, in terms of quality environment we can discuss about a long term sustainable development from which the future generations will feast also.

Thus the environment area is not a for next year discussion but a today strategic due!

2. SUSTAINABLE DEVELOPMENT AND SPATIAL PLANNING

Thus, another major element from the contents foundation stage is the development of ecological studies. Its importance is conditional for the seaport optimal functioning.

Hence, complex seaports development involves an external cost borne by the environment, whose size, becoming more evident in recent years, although not yet properly considered and evaluated rates, questioning the long term viability of the process itself economic.

Complex seaports environmental issues and ensuring their sustainable economic development are fundamental issues that, in the context of EU integration, are giving new dimensions to strategic and tactical processes at all levels. Ecological studies meet the imperatives of such processes, highlighting "critical areas" and polluting activities, the amount of pollutants emitted into the atmosphere, the impact on the environment and human health costs of pollution, and the main ways to mitigate or eliminate pollutant nature of activities microeconomic.

Sustainable development and spatial planning, thus, go hand in hand, when projecting for new areas of exploitation, in which environmental policy instruments are acting as if they are not only necessary but also desirable in this period when our current the economy is browsing looking for an ecologic balance.

In the current context water pollution, beginning with the last decade of our century, has become an imperative area of strategic debates within the strong industrial development world status, the difference between the quality of natural water sources and water quality required by consumers (drinking, industrial, irrigation, etc.) increased, reaching levels that, in many cases, led to the impossibility of applying treatment technologies known.

Ensuring a certain quality level is the thinnest line that separates optimal from catastrophic.

Currently, to leverage the pollution, solutions become more complicated, as many endogenous and exogenous variables are involved, some very hard to displace some emergent, some blameless on the man, incontrollable by him.

Hence, in order to complete the strategies, efforts have to be sustained starting from individuals and going back to government policies that are compulsory.

Consequently, as being one of the first line of interference with nature complex seaports are posing as first line also for strategic needs in terms of securing for ecological risk by ensuring non fume decisions.

Moreover, pollution is deteriorating the quality of physical, chemical or biological properties of water, caused directly or indirectly by human activity, from which water unfit for normal use for the purposes for which such use was possible before intervening alteration.

The decision factors must provide for protective measures and all individuals must stamp for any dirt that is assumed to be misplaced and stand for an ecologic risk.

It is interesting to note the wide variety of contaminating substances who are found in water sources:

- Inorganic compounds that accumulate in the bottom sediments;
- Organic compounds with a very slow degradation;
- Toxic mineral compounds containing heavy metals that cause changes in the organoleptic, physical and chemical;
- Petroleum substances;
- Bacteria, viruses, parasites;
- Radioactive substances;
- Dissolved mineral salts (chlorides, phosphates, sulfates, and so on).

We are setting up a howl regarding water being charged with polluting materials that become forbidden for its use by humans in various practical purposes, and by contacting storm water (rain, snow) products of human activity found in the air and on the ground the contamination spread rapidly.

Whereas the areas of water use takes the most diverse forms (drinking water, water industry, water in agriculture, fisheries, urban and recreational purposes), its possibilities are very high on pollution as there are found the largest quantities of wastewater from industrial plants, ferrous metallurgy, nonferrous metallurgy, inorganic chemistry, organic chemistry, etc.), and wastewater derived from domestic consumption (domestic hot water) in large enough quantity.

Thus the quality of water stands under an enormous question mark regarding its leveling metrics. Modern life brings greater chances and choices for complex seaports, but also greater risks and uncertainties. Complex seaports have the freedom to adopt varied legislative guidelines, but equally the responsibility to shape their own managerial viability, in the commercial area.

Accordingly, complex seaports play a central pillar role within the securing for ecologic risk. Struggling for faster and larger way of products transportation one may not take into account the effects on the environment, thus the ecologic risk securing guidelines go beyond actual seaports and being also displaced to sea transportation means.

Polluting a large quantity of water in the middle of the sea/ocean stands for an emergent catastrophe but also for a seaport fault in terms of not ensuring the control for stamping the ship as inappropriate. As one can see the line between optimal and catastrophic is very thin if all the international environment regulation does not finds itself as being respected word by word.

Not changing the emphasis we put forward the concept of sustainable development resulting from the very way in which environmental value does.

In terms of securing for ecologic risks complex seaports are the very specific area for feedback data in terms of sea freight, as the maritime transport plays a vital role in achieving commercial traffic, the complex and diverse nature of trade is very sensitive to the risk of damage over sea.

The basic concern is on account of environment protection by any means, as it is better to protect than redress, mainly because partly is impossible and the effective costs are tremendous.

3. BENCHMARKING FOR QUALITY AND COMPETITIVE SERVICES WITHIN THE ENVIRONMENTAL SECURITY AND SAFETY CONTEXT

Thus, being in the fore, the complex seaports have a strategic role within the environmental security and safety context, and also within the national economy - in the sense of values being determined in the market, but cannot be marketed in the form of goods and services cannot be measured in monetary value and require new assessment tools that include quality aspects.

Moreover, we underline that the risk of failure is associated to risk components which involve the use and development of overdue technologies and ecologic issues which contribute to lack of strategic objectives and action upon securing for ecologic risk. The risk must not be transferred to companies that provide in term of cost- service contracts, technical assistance or additional insurance, but be sconce at the level that was responsible for it.

The importance of this dimension lies in the recently recognition by experts in environment management as a complex system, as both the space for the ecological empowerment, and the complex seaports are possessing the power unit in relation to the environment and the impact as power relations under socio-political pressures on the functioning of its internal or external environment variables.

Accordingly, the role of strategic partners, as profit and non-profit organizations should also be taken into account giving the weight to the stage of development or specific difficulties, characteristics of the transition period.

No doubt the year-sluggish economic development changes the natural environment, both in that it uses environmental factors in their capacity-renewable resources or not - and in that nuisance under products, waste generated by human activities and discharged into the environment affect in a greater or less, sometimes irreversible ecological balance.

Hence, we are strengthening in applying the concept of quality sustainable development, within which the government can influence the behavior of authorities, but more important businesses and individuals are also subjects of environmental policy instruments that aim to achieve positive reinforcing the links between development and the environment and breaking the linkages between economic growth and environmental damage.

Stressing out the managerial guidelines, complex seaports as playing a strategic role within this context must for sure shelter endogenous and exogenous variables for securing from ecological risks.

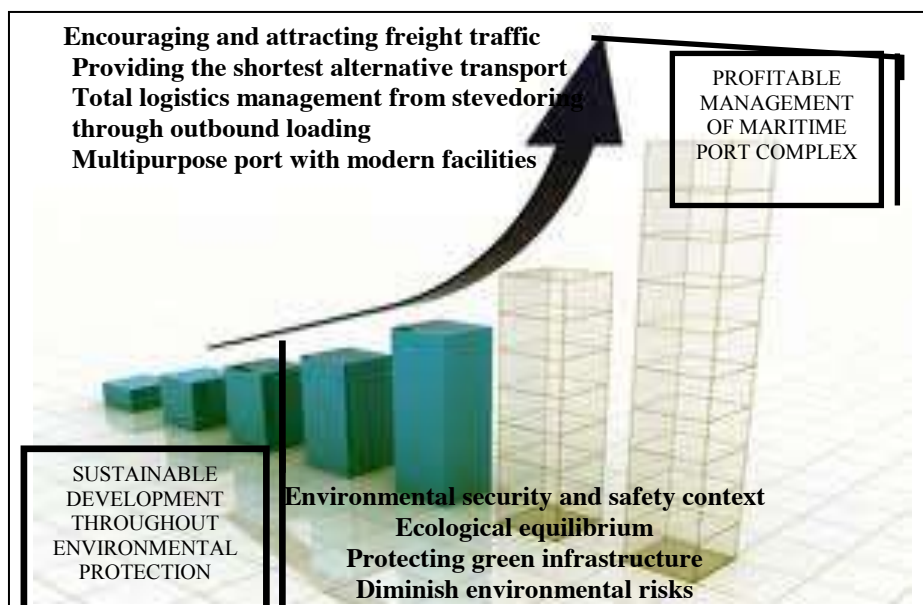


Figure 1. Quality and competitive services within the environmental security and safety context

Where the degree of degradation is advanced, the concerns must be channeled, especially towards the second side. In this respect, and restoring the natural environment elements, judicious use of natural resources takes a certain priority in the design and overall spatial policy.

Still, the conclusions are redirected towards major element contents foundation of quality stages developing ecological studies.

We are considering that their importance has a conditional placement for the complex seaports, size and alignment requirements mainly taking into account the securing environment development from ecologic risking.

Sustainable development pays special attention to complex seaports management, considered as a whole, as a complex system based on its assessment.

The main implications of the concept of sustainable development on seaports, within the ecologic risks securing context, can be summarized as the need for a new optical integration of environmental problems, for sure, separated upon different levels of planning activity and decision factors.

Hence the viable managing of a complex seaport, from the ecologic risk securing point of view grounds upon up-to-date information and knowledge drawn from such environment research that is found in studies that substantiate the seaport's strategic projections both in terms of objectives and modalities, type and volume of resources involved in operationalization.

4. CONCLUSIONS

As this is still a clamorous due the environment issues are currently considered a political priority internationally, cannot being excluded from enrollment concerns coordinates within a new economy, within a new market within our lives.

Economic development involves externalities borne by the ambient environment, which makes us even consider the long term viability of the process itself, as we are bringing into the fore the interaction environment-economy as the interdependence that ensures stability.

Accordingly, we consider as a strategic pressing measure acting upon feedback data!

Working upon sustainable development, we will find the area of transformation in which the exploitation of resources, direction of investments, the orientation techniques and institutional changes take place in harmony, as a strong desideratum for raising life quality, more and more the central pillar criterion for selection of economic and structural policies adjustment in general and environmental policy and health especially at this stage.

In other words, economic development involves an external cost borne by the environment, whose size, becoming more evident in recent years, if not properly considered and evaluated, questioning the long term viability of the process itself.

Sea transport is in turn an important role in determining the level of customer satisfaction with the products and services offered by the company, the choice mode of transportation of goods directly influences sales prices, fast delivery and integrity of traded goods.

As the doctrine states in applying the concept of sustainable development, the government can influence the behavior of authorities, businesses and individuals as subjects of environmental policy instruments that aim to achieve positive reinforcing the links between development and the environment and breaking the linkages between economic growth and environmental damage.

This will mean moving the focus from quantity to quality in all the positive effects resulting from it. We enhance this statement with the basic due of natural resources securing.

If we cannot multiply them, at least protect them and make use of them in a safety quality mode

Consequently, complex seaports are one of the central pillars of the environment safety securing. As per their undermine-able role within the oversea communication and transportation, managerial viability, under the aegis of ecologic accuracy, the complex seaports stand for becoming increasingly vital for undertaking water pollution.

More or less predicted environmental issues have become priorities at global level and EU level legislation has been developed as a complex. The fact that the heads of the most developed and powerful countries in the world have focused their last meeting on environmental issues, adopting some revolutionary decisions is evidence of these developments, as current sources state.

As a result, analyzes and environmental studies will become increasingly important requirement increases according to their content and approaches to EU standards and their impact on strategy development and implementation organizations rapidly amplified.

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