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MARITIME TRANSPORT

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Abstract: *Maritime transport is a branch of the economy in the world, playing a key role in the relationship in time-space between the different geographical areas of the world. It creates links of value between regions and human groups, with a view to carrying out certain categories of complex commercial and economic activities.*

The work of the maritime transport represents an accumulation of multidimensional services with character, which has encouraged and influenced various aspects of human existence.

Features of maritime transport

Having regard to economic progress of the company, in the last decade there's been an unprecedented growth of world trade, the transportation of the raw material necessary basic industry, agriculture and exchanges of finished products.

On the other hand, the increase in trade between countries in different geographical areas, participation of the countries concerned in this process is a necessary condition for driving economic and social progress of each geographical area.

Maritime Transport is a vital role in achieving movement of goods, both qualitatively and as efficiency, role conferred by aspects such as:

• Cost relatively small, in relation to the bulk of goods which may be transported;

• The complexities and diversified for trade;

• An increase in the number of participants in these exchanges.

The three essential elements that form the basis for defining maritime transport are as follows:

• Goods, characterized by a high volume and a high value;

• Ships, as a means of transport which incorporates a technical level and investment;

• Ports, as knots of transshipment facilities as well as operating within it.

In the light of these facts we can affirm that, maritime transport means an economic activity particularly complex, having a national and international level, which must be designed and carried out both on an as-needed basis, as well as to ensure profitability.

The basic elements of maritime transport are: goods, vessels and ports.

The purpose of maritime transport

It is clear that the development of sea transport, within the framework of the three basic elements, the goods plays a central role, both for the development ports as well as for the evolution of ships.

All three elements are always interrelated, but research carried out in the course of time indicates that the main element in the economy transport by sea he represents, either in the form of raw material, by variety, quantity and regularity in the trade, either as manufactured products, in the laws the more varied, more complex and required in international trade, the economic progress, scientific and technical is more advanced.

Advanced Technologies and have put mark on port, which in recent years have increased the size and have been upgraded to allow for the handling of goods, cost-effectively. At the same time, at the request shipowners as a result of changes in the market of cargo, as required by the evolution of qualitative and quantitative goods in maritime traffic, innovative processes have been changing from classic cargo, to specialised vessels, which incorporates the last advanced technologies.

It is to be mentioned that, the item propellant of maritime transport is represented by the jumping qualitative-quantitative factor of cargo, the other two, vessels and ports, representing effects which in turn influences question, forming chain dialectic determinant.

Taking into account views expressed in the literature, we can say that, the goods influences development of vessels and ports by:

• Physical state;

• Flow quantity and regularity of the different relations of transport;

• Quality;

• Diversity;

• Characteristics of safe handling and stowage;

• degree of danger;

• Sensitivity;

• Perish;

• Freight rates specific to each kind of goods.

Depending on the condition and physical features of safe handling and stowage, the goods intended for maritime transport can be classified into two broad classes:

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• Bulk goods (or continue), including partition of goods are homogeneous, non-packaged and sufficiently bulky to cover themselves carrying capacity of a vessel or a storeroom of a vessel and to provide a continuous flow or near-continuous loading of the ship;

• General cargo (or discontinued), which, by their nature, shall be made up of the goods from inhomogeneous partition, packaged and a smaller, but it doesn't provide a continuous flow of charge and requires special means for packing, loading, stowage, mooring, transshipment and unloading.

The impact each of these categories of goods on the development of ports and vessels for the purpose of obtaining a benefit, it can highlight through the following two aspects:

• Due possibilities for handling in a continuous stream, vessels for bulk goods (oil tankers, bulk carriers, etc.), endowed with modern technologies, it constitutes the most cost-effective segment of maritime transport, the most extensive use;

• General cargo, which are not endowed with modern handling technologies are less cost-effective, and as a result, their use does not record remarkable benefits. An ideal solution to cost general cargo transport conditions in actual development, a is the achievement and for this category of goods of a continuous flow in charge.

Quantity of the goods and their regularity flow involves the use of vessels on certain routes, depending on the transmission system - line or tramp. Depending on the characteristics of the goods (quality, diversity, characteristics of safe handling and stowage, degree of hazardousness, sensitivity, perish) are determined important serve both in the ports of loading and unloading, as well as on board ships, would have to be fitted with special tooling required handling of goods in order to preserve integrity of qualitative and quantitative.

Freight rates will be determined on the basis of such factors as: class and the tonnage of the vessel, the distance between ports, season, specific charges, the volume of goods transported, the nature and the hazardousness of the goods. The value of is different depending on the price of the goods transported, a situation that shows influence of goods on the profitability of vessels via transport prices.

Experience has shown that there is a close link between the basic elements of maritime transport, namely between: ships, cargo and ports; if one of these three components would remain behind, in a short time would be affected deeply profitability throughout the system.

Once the diversification of goods, to the growth of demand in the transport of raw materials and the products manufactured, it has become necessary to diversification and specialization of the vessels from the point of view of carrying capacity, the plant with facilities of modern mechanization and automation in the handling and transshipment of goods. This period is marked by expansion and modernization ports, and archipelago of the port for access of large, modern vessels as well as the battlefield of operation, by the construction piers, equipping ships with installations of high flow, through the construction of berths specialized maritime modernization port terminals and through the organization as far as safe assumption of the territory harbor.

Coming back to ships, it is to be mentioned that they are building the technical complexity, representing investment extremely costly. For this reason, they must meet two categories of essential conditions:

• Techno-construction, intended to ensure that ship's great resistance to requests for environmental navigation area corresponding to the category and established by the certificate of class. The conduct of these conditions shall ensure, in particular, safety of the ship and implicitly of the goods on board, as well as its staff, providing a seaworthy condition - obligation of personal shipowner and a default condition for the sake of the ship before the start of each trip.

These conditions, at the level of the ship, it may be possible to make having regard to the following aspects:

• Suitable space, reasonable accommodation and facilities effective for stacking, protect and quick handling of goods, in relation to the type and the destination ship;

• the insurance of a coefficient dead weight as high as possible;

• Inputs and operating expenses as small, both stationary and in use;

• High speed, which will ensure a higher number of passengers per year.

Both categories of conditions, technical and constructive technical economic can be met by a combination of several factors.

At the present there is in operation the following classes of vessels for the carriage of goods by sea:

• Vessels for the carriage of goods;
• Vessels for the transport of goods in bulk.
• Oil tankers and chemical;
• Ships - container;
• Ro-ro ships and for the transport of cars;
• Ships stores.

Modern sea commercial port is an area of seaside resorts are specially engineered to meet, as being merged, the ways of sea transport with terrestrial ones, of continental served by port and where exchange permanently and organized by goods in both directions.

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Initially, the ports were defined as mere places in which the goods were loaded or unloaded. Over the years, they have evolved, from the status of simple interface between sea transport and inland sectors (ports of the first generation), the phase current from agglomerations industrial and commercial property, in which they are carried out in a multitude of services (ports of third-generation). So, we come to the concept of logistics to increase value, which means that, in addition to primary functions of loading or unloading, the ports add value of goods. Just to meet this new goal, currently ports are adapted and developed as near as possible to the production and distribution of goods from a territory as broad**.**

Taking into account views expressed by the literature, we can say that the ports, regardless of their size, they comply with the following three major functions: the function of transshipment, the function of storage and industrial function.

(A) The function of the transshipment has a primary role and shall relate to the transfer of the goods from the ships to dry and vice versa, with the aim of ensuring optimal conditions to ensure flow of goods, from the sender to the recipient.

Improving this function is determined by the following aspects:

• Higher operating speed and placing through flow of handling of goods;

• Reduce the duration of the parking of the vessels, resulting in less time transshipment;

• Upgrading shipping terminals, equipping them with facilities for handling modern means of processing part-time and full of raw materials;

• Efficient infrastructure works (tanks, quays shall be set aside) as well as for those of the superstructure represented by means of transshipment located along battlefield mooring arrangements, having regard to the transshipment takes place in the archipelago of the port , on quays shall be set aside or in operating berths;

• Carrying out an active cooperation between the ship and jetty.

(B) The function storage port, demonstrated by two forms: transitional storage and storage of storage.

Transitional Storage refers to a situation in which stocks are being created for reducing disproportion between high capacity of modern vessels in relation to terrestrial means of transport.

Storage of storage has a pronounced economic in nature, and in this case there is more than one situations:

• Storehouse of balance, due to the supply of seasonal consumption in front standing flow;

• Storage as a result of provisions, for the purpose of acquiring economies;

• Storehouse with commercial character, representing a precaution against the phenomenon of variation of prices on the international market;

• Storehouse during processing, for goods to which requires maturation prior to processing.

(C) industrial function refers to the links major ports by inland waterway inland waterways, for the purpose of concentration in the vicinity of certain undertakings from heavy industry. On the other hand, it tends to develop modern maritime ports, through extend, deepen, sealed new, artificial channels, the development within the continent's horses water communications for ships of various types, in order to avoid large agglomerations in ports.

CONCLUSION

In conclusion, modern maritime ports simultaneously fulfilled these functions: the gate transit routes by maritime and inland transport and sea terminal, that organizational unit to enhance the transit, as well as for the processing of goods from the table.

At present, all over the world are working around 85000 of vessels exceeding 100 tonnes, about half of them with the function of transport, and other ancillary functions.

Maritime Traffic is in dominant concentrated on goods. One can say that, more than 70% of the volume of goods transported by sea from energy industry and metallurgical industry.

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