

Recommendation

1. Concerned governmental agencies involved in maritime transport Policies and plans need to set integrated strategic plans to address the impacts of the world financial crisis according to the special circumstances of each country with the participation of all parties concerned.
2. Special care should be given to developing national maritime transport fleets through availing legal and financial facilities as regards financing ships offering financial support to national shipping companies- public or private or joint venture. Emphasis must be also laid on the necessity of effecting carriers and shippers association by developing countries in order to transport their share of foreign trade.
3. Technical and managerial advances in the industry call for more emphasis on training and improving the skills of personnel on board vessels and in ports through qualifying and rehabilitation of personnel according to the most up-to-date technologies, requirements and standards of international training and qualifications.
4. There is a need to utilize the applications of the simulators of management of integrated supply chain and exploit their applications in training at all levels of management in the maritime transport sector.
5. The recent practices in the industry point out to the co-existence of both public and private sectors in the maritime transport industry through the full coordination between both in order to secure the economies of the industry to face the economic crises.
6. Work should be done towards liberating and reviewing marine and maritime laws and legislations in order to enhance the quick settlement of maritime disputes including retaining ships in ports.
7. More care should be given to systems which enhance safeguard and secure ports. Such systems should be

periodically reviewed to protect personnel and installations. Funds should be provided to modernize and update these systems.

8. Efforts should be exerted to keep on developing the capabilities of ports in order to be able to receive the new generations of ships. Despite the current global financial crisis, all forecasts indicate that there will be an increase in the volume of world trade in the future.
9. More efforts should be exerted to modernize port equipment to increase the handling capacities of ports, which increases the competitive advantage of ports. All applications and good practices should be used to minimize the dwell time of containers in ports.
10. Scientific techniques should be used in handling refrigerated cargoes to minimize waste. This is of special importance to developing countries in view of the fact that developing countries are exporters of this type of cargo.
11. A sound system should be adopted to increase cross trade in the Arab world.
12. Focus on IT applications, as well as the full automation of supply and logistics chain, through improving and developing E-Commerce applications, in addition to linking foreign – trade transport through setting an electronic integrated network which facilitates processing, handling and transporting cargo on board vessels and in ports.
13. More care should be given to marketing due to its vital importance in all the various activities of ports and the maritime transport industry at large. There is also a need to adopt joint – marketing among Arab Ports, together with the objective of establishing joint – facilities to promote international sea borne trade.