

Abstract

This study aims at identifying how the applicable scientific method for crises management at the shipping companies in Egypt. It stands on the faced crises and its causes, effects and how to deal with it by both the upper and middle management in light of several factors of which: realizing of importance of the role played by crisis management; the focusing of their interest in studying environmental variables affect the companies regarding to discover the nature of potential crises; as well as gauge the extent of interest in planning for crises management and application of the basic determinants of planning and preparing to handle the crises and obstacles that hinder the planning for crises management. In addition to shed light on the characteristics of leaders of crisis management and to identify patterns and regulatory mechanisms to defend corporate managers under consideration.

And the methodology of the study, it is from the descriptive studies that commensurate with the nature of data collecting, organizing and classifying, describing and presenting in the form of tables or graphics format of the meaning of phenomena related to replace the study. It used both personal interviews and questioners in the context used to analyze data to clarify the views of the study sample items using some statistical methods that are in harmony with the views of samples.

1) Research Problem:

The problem concentrates on "Absence of a crises management mechanism which is based on scientific manner commensurate with the nature of maritime transport in Egypt to handle the various crises that

may be occurred and that it can work to prevent the negative effects of the crisis required effective"

II) Research Objectives:

This study seeks to achieve the following objectives:

- 1 - Identifying the managers' interests of different stages of the crisis and any stages they would pay more attention in practice.
- 2 - Studying of environmental variables (internal and external) surrounding the companies in question and to identify potential crises.
- 3 – Finding out the basic determinants of planning to prepare and respond to the crises and the applicable scientific bases for planning of crisis management of shipping companies.
- 4 - Identifying the obstacles that stand in front of adopting scientific method of crisis management of shipping companies.
- 5 - Standing on the nature of the organizational structure of the maritime transport sector under study.
- 6- Identifying local and global challenges facing the Egyptian shipping sector.
- 7- Propose a model for effective crisis management firms Egyptian Maritime Transport.

III) Research Hypothesis:

- 1 - There are statistically significant differences among managers' recognizing to the importance of the role played by crises management and its effectiveness in various phases.
- 2 - There ar statistically significant differences among the variables affecting the organization (internal and external) and the ability to

- find out the nature of the potential crises and working on handle them.
- 3 - There is a relation between the absence of statistical function of planning for crisis management and the multiplicity of crises and poor management.
 - 4 – The existence of management of crises is linked to improving the standard of performance at the shipping companies.

IV) Research Plan:

This study is divided into five chapters follows as:

Whereas, the first chapter reviews the general framework of the study, while, chapter two General of Crisis Management, chapter three sheds the light on the shipping industry in Egypt, chapter four deals with the general features of the mechanism of crisis management of shipping companies in Egypt, and eventually the chapter five comes on field study.

V) The Results:

The study found many of the results concentrated mainly as follows:

- 1- The study points out that there was interest from prior levels of management during the crisis because managers always follow the mode of reaction, while waning interest in pre-crisis era- and post-crisis.
- 2 - The study states that attention has tended to the operational and technical variables in the first place, while marketing variables topped ranked second, followed by financial variables, and then variables concerning individuals, and finally the organizational changes.

- 3- The study also focuses on the external variables causing the crises, as the economic variables come in first in terms of variables more reasons for potential crises, followed by legal and political changes, and then social and cultural variables, and technological changes.
- 4 - The diversity of crises faced by shipping companies from the financial crises due to their lack of liquidity, high costs of maintenance and implementing international conventions on some amendments, and crises operational and technical reasons due to repeated breakdowns of machines and equipment, weak communication between workers and management and, eventually resulting crisis For international wars.
- 5 - The study shows dwindling interest in planning for crises management represented in the absence of a written plan for crises management (except emergency plans on vessels imposed by international treaties and conventions), diminished interest in the process of forecasting crises anticipated, and limited training on crisis management for workers by sea only.
- 6 - The study points out that there are obstacles that hinder the application of scientific method to manage the crisis in addition to the lack of trained personnel to manage the crisis in its various phases, and the lack of information, and discourage workers to put their ideas as solutions to the crises and problems existing or potential, as well as central and not delegating authority.
- 7 - Regarding to the nature of the organizational structure of shipping Egyptian, study discovers the following: there is no adviser to manage crises within the organizational structure of the maritime transport sector; Multilateralism closely related maritime transport sector; The national fleet contribution in the transfer of Egypt's external trade is

by 1.97% that is an indicator of the dwindling contribution of the national fleet to transport its foreign trade; and The study indicates the age distribution of the Egyptian Navy ships to 74.6% of the national fleet ships older than 20 years, which shows a decline in fleet capacity to meet the requirements of maritime safety, resulting in higher operating and maintenance costs, which constitutes a burden on the national economy and Owners and operators as well as ships.

- 8- The study points out that there are challenges face the maritime transport sector. At the local level storm the employment of foreign countries in the region, the large volume of marine contracts with the Arab states outside the region. Meanwhile, the global challenges of rapid advances focused on the methods of handling information on the shipping industry and maritime transport technology through the computer in the fierce competition between local products and global conglomerates, according to Navy maritime zones of influence.

VI) Recommendations:

The most important recommendations of the study are as follows:

- 1- Is necessary to build a lead in dealing with crises rather than a reactive approach in dealing with crises.
- 2- Is necessary to develop strategic plans for crisis management and maritime transport sector sub-plans which subdivided to include all relevant parties, to be known to everyone and coach senior running to be able to control the crisis, should it occur.
- 3- The necessity of paying the attention to the need to develop programmes for crisis management training for all employees of shipping companies by land and sea, need attention and delegated authority from the central dimension.

- 4- The need for an advisor for crisis management continued to direct the Minister of Transport within the organizational structure of the maritime transport sector (like the Legal Counsel).
- 5- Needing to work on modernizing the national fleet units, the granting of loans and exemptions for companies to be able to cope with non-technical imposed by international conventions.
- 6- Propose a model for effective crisis management firms Egyptian Maritime Transport.