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The theoretical and practical relationship of ergonomic: The study of professionals involved in foreign trade on port system

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Abstract

The Brazilian foreign trade has long been closed due to internal protection of domestic industry, resulting in kicking and technological sophistication. From the fall of the military regime in Brazil and the establishment of a democratic regime in the decade 90, the government reopened the external commercial relations. With the growth of globalization was the increase of foreign trade professionals in ports of ships, resulting in the need to improve machinery resources, technological, professional improvement, implementation procedures and port safety rules and conditions at work in this area. The research in question aims to relate a theoretical study using based NR 29 (Regulatory Norm) Brazilian, checking in practice, the actual use of it on a port which has large volume of daily loads drives in Southern Brazil, considered the second largest terminal in South America containers. The data collection was through quantitative and qualitative research and through observation in port professionals. It is still possible to observe through the results gained from this research that the port professionals working conditions require considerable attention due to the large flow of operations by the end loading and unloading of your daily routine. We have detected that in Brazil there is a great deficiency in the supply of port infrastructure level in question, and requires a considerable investment so as the improvements in the conditions of professionals engaged in loading operation and unloading of goods.

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1. Introduction

One of the existing modes for the international movement of goods is shipping it provide numerous goods crossing from country to country in order to supply goods with the needs that particular country does not have either for lack of industries that manufacture at cost high in their domestic products, forcing in a way the industries seek goods from other markets.

The main point to be analyzed is the beginning of good performance, reaching the conclusion that starts in employees and internal environment both in structure and tools for a good job.

In this research were beyond the customs barriers, and that does not mean we went to another country, but in the primary point to make it happen this procedure which is much used worldwide, loading and unloading.

We will present in the article, the internal and structural environment of ports, with a focus on ergonomics and working conditions. The port to be analyzed is one of the largest Latin America ports.

Apparently compared to other countries we can say that is a small port, but to Brazil as well as being one of the largest is also the largest grain port in Latin America, under is one of the most important maritime trade centers of the world, the main loads Jogging daily are soy, bran, corn, salt, sugar, fertilizers, containers, frozen, oil, alcohol and vehicles.

The port despite its large structure faces some structural problems, its employees working directly in the operational need of structural improvements, as they reported during research that need more security and tools to achieve better working conditions.

2. Illustrations

The Brazilian foreign trade has long been closed due to internal protection of domestic industry for its strengthening. But to close the market, resulted in technological kicking and sophistication, this bringing late such resources that consequently led to lack of knowledge innovation.

Period which is around 1957 to 1988, where the parents took sometimes protectionist stance sometimes liberal, industrial production was weak, the country has retained its base in commodities and imported machinery and equipment of which did not produce. As Averbug (1990), [5] covenant economist BNDES (National Bank for Development), characterized by protectionism linked to import substitution policy (especially in the 70's due to the oil crisis).

From the fall of the military regime in Brazil and the establishment of a democratic regime in the mid-90, the government reopened the external commercial relations.

Also according Averbug (1990),[5] was established the new Industrial Policy and Foreign Trade, which abolished most non-tariff barriers inherited from the import substitution period and set a timetable for reducing import tariffs. The reduction would be gradually between 1990 and 1994, so that at the end of the period, the maximum rate would be 40%, average 14%, 20% modal and the standard deviation of less than 8%.

Since then the trade was opened, Brazil has been walking with imports and exports even if it is still trying to protectionism again.

To be a good navigation of goods and procedures which often bureaucratic to move from one country to the other, if a port which is internally organized and well-structured to flow battery performance is required, either both of the ships as the internal structure and the staff and people who work to achieve a good systems of operations.

Some rules is necessary as well as laws and regulations, according to teacher Maria Amelia (2012) from Fundacentro, [6] organ of the Brazilian labor ministry, responsible for safety and occupational medicine, before the creation of the creation of NR29 security in dock work were poor, not there were safety standards to work in ports in particular the independent worker and many accidents occurred as mutilation and death. This Regulatory Standard (NR29) established in December 1997 under the decree 3,247/78, aims to regulate the protection and prevention of occupational accidents and diseases, facilitate first aid to injured and achieve the best possible conditions of safety and health for workers port. Applies to port workers in operations both on board and on land, so to workers engaged in activities organized ports and port facilities of private and ports use, within or outside the organized port area with the objective of protection of use mandatory occupational accidents and diseases, facilitate first aid to injured and achieve the best possible conditions of safety and health port workers.

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