

THE MANAGEMENT OF THE PERFECT DISTRIBUTION CHAIN, LOBALIZATION AND EUROPEAN FUNDS

¹Meral KAGITCI, ²Marius VĂCĂRELU and ³Laurențiu Cătălin FRĂȚILĂ

Academy of Economic Studies, Piata Romana 6, Bucharest, Romania

meral.kagitci @ase.ro

National School of Political and Administrative Studies, Bucharest, Romania

marius123vacarelu@gmail.com

Academy of Economic Studies, Piata Romana 6, Bucharest, Romania

laurentiu.fratila@cig.ase.ro

Abstract

Human desire to create always the perfection, it is not just an ideal, but an awareness of a fact: perfection excludes problems. Human psychology - an element less heeded in economics - always is trying to fix only favorable activities, because in this way protects one of the problems that inevitably arise. Thus in terms of supply chain assets can be seen the same trend: each commercial operator wants to create the perfect system, advocating for all actors to be timely and precise in contractual obligations. However, the performance of all obligations from contracts eliminates much of the stress of economic activities as disputes will disappear. If the emergence of nation states blocked the expansion of large economic actors, acting as a strong barrier, technological development of the late twentieth century has allowed almost complete overcoming the boundaries of nations, establishing a phenomenon called globalization, which offers a great view of trades. Can we believe that since globalization became effective supply chain problem is resolved or is about to be solved permanently? Or, on the contrary, globalization appears to be the main threat in this dimension of the economy?

This article aims to highlight the necessary facts to be known in this equation, using scientific methods from many sciences, such as legal, economic, and those that are used in sociology, geopolitics and psychology. Globalization requires a new paradigm not only on borders but also on the scientific approach to research, interdisciplinarity offering more precision in the analysis.

Keywords: Supply chain management, globalization, interdisciplinarity, paradigm, opportunities, obstacles.

REFERENCES

Anderson, AM, Bey, RP și Weaver, SC (2005). *Economic Value Added Adjustments: Much to do about nothing?*, Lehigh University [Online] <http://www.lehigh.edu/~incbeug/Attachments/Anderson%20EVA%204-7-05.pdf>

Conferința Națiunilor Unite pe tema comerțului și a dezvoltării acestuia (2009), *Review of Maritime Transport 2009*, Geneva și New York

Fabbe-Costes, N. și Jahre, M., (2008). *Performance and Supply Chain Integration*. International Journal of Logistics Management, 19 (2), pp. 130-154.

- Ivanov, D. și Sokolov, B. (2010). *Adaptive Supply Chain Management*. Springer, New York.
- Lloyd's Maritime Atlas of world ports and maritime shipping (2005), Lloyd's maritime intelligence unit, Londra
- Kildow, B. (2011). *A Supply Chain Management, Guide to Business Continuity*. American Management Association
- McKinsey&Company (2012). *Where is the value in transportation?* . Travel, Transportation, and Logistics
- Miller, MM (1993). *Executive insights: a road map for creating profitable operations in foreign markets* , Journal of International Marketing, 1 (4), pp. 91–102
- Peters, M (1996). *The missing link*. Logistics Forum, 4 (9), p. 9
- Waters, D. (2010). *Global Logistics. New directions in supply chain management*. The Chartered Institute of Logistics and Transport, Londra.