



**Editors: Nikos Mastorakis, Valeri Mladenov, Badea Lepadatescu,
Hamid Reza Karimi, Costas G. Helmis**

RECENT ADVANCES IN ENVIRONMENT, ENERGY SYSTEMS AND NAVAL SCIENCE



- ✿ **Proceedings of the 4th International Conference on
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- ✿ **Proceedings of the International Conference on
Energy Systems, Environment, Entrepreneurship, Innovation (ICESEEI '11)**
- ✿ **Proceedings of the 4th International Conference on
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Barcelona, Spain, September 15-17, 2011

ISBN: 978-1-61804-032-9

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Published by WSEAS Press

www.wseas.org

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All papers of the present volume were peer reviewed by two independent reviewers. Acceptance was granted when both reviewers' recommendations were positive.
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ISBN: 978-1-61804-032-9



World Scientific and Engineering Academy and Society



European Society for Environmental Research
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Table of Contents

<u>Plenary Lecture 1: Enhancing Maritime Officers Opportunities for Managerial Level Positions</u> <i>Eugen Barsan</i>	11
<u>Modeling and Prediction of Ship Squat Using ANFIS and GMDH-type Neural Network</u> <i>K. Salmalian, M. Soleimani</i>	13
<u>Investigation of NDVI index in Relation to Chlorophyll Content Change and Phenological Event</u> <i>Seyed Armin Hashemi, Setareh Koochaki Chenani</i>	22
<u>Multiple Linear Regressions of Environmental Factors toward Discrete Human Performance</u> <i>A. R. Ismail</i>	29
<u>Phytoremediation of Lead with Buttonwood in Urban Polluted Soils</u> <i>Seyed Armin Hashemi, Setareh Koochaki Chenani</i>	34
<u>Liver of Sheep as a Bio-Indicator for Determination of Heavy Metals (Cd,Cr,Cu,Ni) Pollution by Geo-Origin based on the Study in Urmia, Iran</u> <i>Omid Ebrahimi Maymand, Saeid Mirzaei, Ardshir Porshaban</i>	39
<u>Application of Biomass Gasification System as a Sustainable Energy Technology to Improve Efficiency and Reduce Smoke Emission from Sterilization of Mushroom Growing Substrates</u> <i>N. Tippayawong, C. Chaichana, A. Promwungkwa, P. Rerkkriangkrai</i>	42
<u>Information Model Sustainable Development of Nautical Tourism in Republic of Croatia 2010-2015</u> <i>Vinko Viducic, Damir Boras, Ljiljana Viducic</i>	47
<u>Control and Management for Hydrogen Energy Systems without a Catalyst</u> <i>Chung-Hsing Chao, Jenn-Jong Shieh</i>	52
<u>The Influence of Characterizing Factors on Port Performance, Measured by Operational, Financial and Efficiency Indicators</u> <i>Vitor R. Caldeirinha, J. Augusto Felicio, Joana Coelho</i>	58
<u>Framework for Renewable Hydrogen Infrastructure</u> <i>Irfan Ahmad Gondal, Mukhtar Hussain Sahir</i>	72
<u>Corrosion in Spanish Boats</u> <i>Jose A. Orosa, Juan J. Galan, Mar Toledano</i>	78
<u>The Contribution of Recharge in Mountain Area to Groundwater in the Lombardy Plain Aquifer (Northern Italy)</u> <i>Daniele Cremonesi, Paola Gattinoni, Laura Scesi</i>	81

<u>Connectivity of an Alluvial Aquifer: From Theory to Practice</u>	87
<i>Paola Gattinoni</i>	
<u>In-Situ Predictive Maintenance by Vibration Analysis for Cryogenic Pilot Plant for Tritium and Deuterium Separation</u>	93
<i>Sorin Gherghinescu, Gheorghe Popescu</i>	
<u>Sand, Gravel, Clay, and Coal Combustion Byproducts used as a Filter Material for Phosphorus Removal in Small Scale On-Site Wastewater Systems - An Overview</u>	98
<i>Figene Ahmed, Petko Pelivanoski</i>	
<u>Improvement of Water Treatment Plant Efficiency by Changing Filter Media in Bandar Abbas, Iran</u>	102
<i>Vali Alipour, Leila Rezaei</i>	
<u>Hydrogeology and Hydrogeochemistry of Zayanderoud River and its Effect on Heavy Metals (Iran)</u>	106
<i>Javad Tabatabaei</i>	
<u>Research on Expansion of the Steel Base Materials</u>	112
<i>Adela Susana Todorut, Teodor Heput, Socalici Ana, Flori Mihaela, Crisan Eugen</i>	
<u>Characterisation of Fine and Coarse Atmospheric Aerosols at the Measuring Sites in Riga City Centre, Latvia</u>	118
<i>Agnese Osite, Arturs Viksna, Janis Kleperis, Iveta Steinberga</i>	
<u>Save the Environment by Building Ecological Passive Houses</u>	124
<i>Ruxandra Crutescu</i>	
<u>Behavior of Polyvinyl Alcohol in Anaerobic Environment after (Pre)Treatment with Chemical Oxidation</u>	130
<i>Marie Dvorackova, Jan Ruzicka, Kim Dung Tu</i>	
<u>An Analysis on the CO₂ Reduction by Heat Pump Systems for Allectric Houses in Korea</u>	136
<i>Sung-Wook Hwang, Hoon Jung, Hwan-Seon Nah, Seung-Hyun Jung, Woo-Keun Kwak, Noma Park, Jung-Hoon Kim</i>	
<u>Biodegradability of Aliphatic-Aromatic Copolyester in Aqueous Anaerobic and Aerobic Environments</u>	141
<i>Marie Dvorackova, Petr Stloukal, Marek Koutny, Marcela Gregovska</i>	
<u>Investigating Ultra Violet Strength against Different Level of Altitude using New Environmental Data Management System</u>	147
<i>M. Amir Abas, M. Dahlui</i>	
<u>Technological Model for Tracking & Monitoring of Movement of Loads</u>	153
<i>Cledson Akio Sakurai, Maria Lidia Rebello Pinho Dias, Caio Fernando Fontana, Eduardo Mario Dias</i>	

<u>Division in Sectors Technique Applied to Hydric Supplying Systems</u>	164
<i>Fabricio Ramos Da Fonseca, Wellington Sperandio Silva, Caio Fernando Fontana, Eduardo Mario Dias</i>	
<u>Intelligent Systems Applied to Sectorization Networks Water Supply</u>	175
<i>Fabricio Ramos Da Fonseca, Caio Fernando Fontana, Wellington Sperandio Silva, Eduardo Mario Dias</i>	
<u>Rodoanel – Security and Logistics</u>	186
<i>Joao Carlos Di Giorgi, Maria Lidia Rebello Pinho Dias, Caio Fernando Fontana, Eduardo Mario Dias</i>	
<u>Automation Systems in Public Administration of the Municipality of Sao Paulo</u>	192
<i>Valter Vendramin, Vidal Augusto Zapparoli Castro Melo, Caio Fernando Fontana, Eduardo Mario Dias</i>	
<u>ITS Components in the Optimization and Control of People and Vehicles Circulation at the Port of Santos</u>	201
<i>Vander Sierra De Abreu, Alex Soares De Lima, Maria Lidia Rebello Pinho Dias, Caio Fernando Fontana, Eduardo Mario Dias</i>	
<u>Factors Affecting Site Remediation of Diesel Contaminated Soils using Surfactants</u>	206
<i>A. K. Darban, H. Ganjidust, E. Salehian</i>	
<u>Evaluation on the Perception of the Population in the Targoviste Municipality Concerning the Environmental Condition</u>	213
<i>Radita Alexe</i>	
<u>Recovery of Essential Oils from Carobs through various Extraction Methods</u>	219
<i>A. Orphanides, V. Goulas, M. Chrysostomou, V. Gekas</i>	
<u>An Idea for a New Modeling Approach of Climatic Changes. A Correlation Study for Cyprus</u>	225
<i>Z. Pittaki, A. Orphanides, V. Gekas</i>	
<u>Evaluation of Recrystallization Limestone in Laybid Mine, Esfahan, Iran</u>	230
<i>Javad Tabatabaei</i>	
<u>Preparation of Seismic Hazard Map in Qazvin Province</u>	235
<i>Mahdi Moharrampur, Moslem Jahangir Bakht, Mahya Katuzi, Mohammad Reza Sadegh Moghaddam</i>	
<u>Contribution of the Interpretation of ETM+ Satellite Images to the Analysis of the Fracturation of the Tifrit Mole Region of Saïda</u>	246
<i>Ahmed Zine Eddine Saad, Zerka Mohammed</i>	
<u>Feasibility Study of Solar Energy in Iran and Preparing Radiation Atlas</u>	258
<i>Sam Moini, Shahram Javadi, Mohsen Dehghan Manshadi</i>	

<u>Intelligent Predictive Maintenance for Itapebi Hydro-Generator</u>	265
<i>Luis Claudio Ribeiro, Marco Aurelio M. Gutierrez, Elias G. Da Silva, Luiz Eduardo Borges Da Silva, Erik L. Bonaldi, Levy Ely De L. De Oliveira, Jonas Guedes Borges Da Silva E Germano Lambert-Torres</i>	
<u>The Identification of Hazards to the Selected Source of Emergency Water Supply</u>	271
<i>Alena Bumbova, Milan Caslavsky, Frantisek Bozek</i>	
<u>Corporate Environmental Responsibility and Corporate Environmental Performance: An Empirical Approach using Panel Data Estimator</u>	279
<i>Robert Aurelian Sova, Ion Stancu, Laurentiu Fratila, Anamaria Diana Sova, Christophe Rault</i>	
<u>Research on the Emission of Dust Resulting from Sanding Process for Solid Spruce, Beech and MDF Panel</u>	288
<i>Ilie Darii, Loredana Anne-Marie Badescu</i>	
<u>Authors Index</u>	297

Plenary Lecture 1

Enhancing Maritime Officers Opportunities for Managerial Level Positions



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Abstract: In the past few years, we have all witnessed and felt the effects of the global financial crisis. As the world countries economies struggle to adapt to these most extraordinary and continuously changing conditions, so has the maritime transport community to. Consequently, maritime universities must continuously update their curricula so as to offer their graduates the advantage of a successful career in this most competitive domain.

This abstract focuses on the way Constanta Maritime University (CMU) is trying to optimize seafarers' career progression by offering professional alternatives for the maritime officers.

The academic community of CMU has always taken pride in the fact that graduating students apart from becoming maritime officer are also licensed as engineers in Waterborne Transport Engineering. Over the years we have noticed that due to this double qualification, after having acquired some experience on board ships, our graduates are more easily employed within a company in a management position on shore.

Under the provisions of the Bologna Treaty, the period of technical higher education studies for bachelor's level were reduced from 5 to 4 years. With great efforts we manage to adapt the new curricula in order to maintain the license in waterborne transport engineering. The Romanian Naval Authority considered that in 4 years of study and maintaining the engineering specific courses there were no enough time left for all the compulsory maritime courses at operational and managerial level. The consequence was that part of the compulsory maritime courses with subjects for the managerial level had to be shifted to a new professional Master course. This is emphasized by a decision of the Romanian Naval Authority, that all new graduates in order to become Chief Mates or Masters must graduate a Master's course.

This new Master course is dedicated to multi-modal transport, but the first two semesters are mainly dedicated to satisfying the requirements of the STCW Convention for the managerial level. The rest of the subjects, though in the second and third semester are focused to cover the actual requirements of the modern maritime industry.

As most of the students envision a career at sea for no more than 10 years these Master's courses have proved to be very important for their career both at sea and on shore.

The main goal of our paper is to share with the rest of the MET academic community our experience regarding this new Master course and the practical career opportunities offered to the master graduates.

Brief Biography of the Speaker:

Dr. Eugen BARSAN graduate Naval Academy in Constantza, Romania in 1982. From 1982 to 1991 he sailed as deck officer in the Romanian merchant fleet, on different types of maritime ships. From 1991 his activities were related with the maritime education and training, teaching different nautical sciences at Constantza Maritime University. He completed his PhD in Surface Transport in 2004 defending his Doctoral thesis on "Oil Spill Prevention and Response along the Romanian Coastline" at Bucharest Technical University. In the last 18 years was appointed as Head of the Nautical Department, Vice Dean of the Maritime Transport Faculty of Constantza Maritime University. Now he is the Vice Rector for research and international cooperation at Constantza Maritime University. Dr. Barsan's primary areas of interest are: radar navigation, navigation and ship handling simulation, maritime safety and security, waterborne transport. Many of his research projects deal with optimization of maritime transport, analysis of human errors in navigation and ship handling, maritime traffic safety and control, man-machine interface in waterborne transport. He is member of the International Association of Maritime Universities (IAMU) and of the International Maritime simulation Forum (IMSF). Acting also as Director of the Constantza Maritime University Simulation Center, he is managing the development of the maritime simulation facilities and supervising the research activities that are applying simulations and on site experiments.