Advances in Environmental Biology, 7(4): 684-688, 2013
ISSN 1995-0756

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Cost, Time, Quality, and Safety Management

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ABSTRACT

Today, to achieve the project objectives must be defined by the principles of systematic and can be used. Standard project management that includes nine areas are the four main areas and include time, cost, quality and scope. Project goals (time, cost, quality) is a key first issue. In this regard this paper is to investigate the fundamental factors in achieving the objectives of the project and the impact of each on project success factors discussed in the workshop and the security issue is one of very important and vital factors in projects Is reviewed and must be examined.

Key word: Time management, cost, quality, security

Introduction

Today, many projects are managed But in most project management, project planning and project control only know Project management 9 areas, while the true meaning of the standard project management should be one after the other Be used in the management of each project to the results of the project, is expected to achieve Therefore we find it in this paper is to introduce the different areas of project management to address each role and each of the affected areas and In the management of each project contract.

Time Management:

Time Management is more than just managing time. It is about controlling the use of the most valuable - and undervalued - resource. It is managing oneself in relation to time. It is setting priorities and taking charge of the situation and time utilization. It means changing those habits or activities that cause waste of time. It is being willing to adopt habits and methods to make maximum use of time.

With good time management skills one is in control of one's time, stress and energy levels. One can maintain balance between one's work and personal life. One finds enough flexibility to respond to surprises or new opportunities. It is not how much time one has, but rather the way one uses it. The bottom line is how well one manages time.

Cost Management:

The purpose of this document is to provide a clear uniform approach to the calculation of management costs across acute trusts in the NHS. This will enable a series of recommendations to be made on management cost parameters for organizations which acknowledge the need for capability, capacity and cost efficiency.

1. The basis of the detailed definition of management costs is that it is based on staff costs only.
2. The non-staff costs elements, including headquarters and infrastructure costs, will not be counted towards NHS trust management costs.
3. The general rule is: If a post falls within the corporate functions and Board, the salary costs of all staff must be included – unless separately identified as an exclusion.
4. The definition of management costs should be applied to all staff who hold a contract of employment with a NHS contract, and all staff who are in a management role who are seconded into the organization without an NHS contract. Excluded are the salary costs that are;
   a. Refunded
   b. Paid directly by a third party (e.g. health/local authority)
   c. Fully recovered through re-charging
   d. Paid for from capital –i.e. able to be capitalized under IFRS guidelines
5. Duties defined as management have the following general definition; Managers have responsibility for significant resources, or have supervisory responsibility – including the maintenance of professional standards – or perform a

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support e.g. planning or personnel, rather than a clinical or operational function.

6. The costs of all staff with dual managerial and clinical functions (including provision of specialist advice to other specialist staff) should be apportioned between these functions (and not wholly included).

7. Where staff have clinical as well as management functions only the costs of their time spent on management needs to be included.

8. Where staff are involved on a part-time basis in an area of work which is excluded from the management costs definition, only the costs of their time spent working in this area should be excluded.

9. Where a service is contracted out the manpower costs incurred by the contractor should be included in the calculation of management costs.

10. No distinction is drawn between management consultancy and other-contracted out services.

11. All services a trust buys in that would otherwise be management costs if they were carried out in-house, must be assessed (by contractors) to determine the element of management costs within the overall costs and the relevant amounts included within management costs.

12. For shared services and consortia arrangements the relevant costs should be apportioned across all members of the consortium

13. Management costs should be split into the following categories;

a. Clinical and operational services

b. Support services such as catering and laundry services.

c. Corporate functions such as finance and estates

d. The Board

Quality Management:

An important goal of IPCC good practice guidance is to support the development of national greenhouse gas inventories that can be readily assessed in terms of quality and completeness. It is good practice to implement quality assurance and quality control (QA/QC) procedures in the development of national greenhouse gas inventories to accomplish this goal.

This guidance establishes good practice consistent with the Revised 1996 IPCC Guidelines for National Greenhouse Gas Inventories (IPCC Guidelines). The QA/QC good practice guidance outlined here reflects practicality, acceptability, cost-effectiveness, existing experience, and the potential for application on a worldwide basis. A QA/QC program contributes to the objectives of good practice guidance, namely to improve transparency, consistency, comparability, completeness, and confidence in national inventories of emissions estimates.

The outcomes of the QA/QC process may result in a reassessment of inventory or source category uncertainty estimates. For example, if data quality is found to be lower than previously thought and this situation cannot be rectified in the timeframe of the current inventory, the uncertainty estimates ought to be re-evaluated.

The terms ‘quality control’ and ‘quality assurance’ are often used incorrectly. The definitions of QC and QA in Box 8.1 will be used for the purposes of good practice guidance.

Practical Considerations In Developing Qa/Qc Systems:

Implementing QA/QC procedures requires resources, expertise and time. In developing any QA/QC system, it is expected that judgments will need to be made on the following:

-Resources allocated to QC for different source categories and the compilation process;

-Time allocated to conduct the checks and reviews of emissions estimates;

-Availability and access to information on activity data and emission factors, including data quality;

-Procedures to ensure confidentiality of inventory and source category information, when required;

-Requirements for archiving information;

-Frequency of QA/QC checks on different parts of the inventory;

-The level of QC appropriate for each source category;

-Whether increased effort on QC will result in improved emissions estimates and reduced uncertainties;

-Whether sufficient expertise is available to conduct the checks and reviews.

Qa/Qc Plan:

A QA/QC plan is a fundamental element of a QA/QC system, and it is good practice to develop one. The plan should, in general, outline QA/QC activities that will be implemented, and include a scheduled time frame that follows inventory preparation from its initial development through to final reporting in any year. It should contain an outline of the processes and schedule to review all source categories.

The QA/QC plan is an internal document to organize, plan, and implement QA/QC activities. Once developed, it can be referenced and used in subsequent inventory preparation, or modified as appropriate (i.e. when changes in processes occur or on advice of independent reviewers). This plan should be available for external review.

In developing and implementing the QA/QC plan, it may be useful to refer to the standards and

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guidelines published by the International Organization for Standardization (ISO), including the ISO 9000 series (see Box 8.2). Although ISO 9000 standards are not specifically designed for emissions inventories, they have been applied by some countries to help organize QA/QC activities.

Safety Management:

FRAMEWORK FOR THE STATE SAFETY PROGRAMME (SSP)

This attachment introduces a framework for the implementation and maintenance of a State safety program (SSP) by a State. An SSP is a management system for the management of safety by the State. The framework contemplates four components and eleven elements, outlined hereunder. The implementation of an SSP is commensurate with the size and complexity of the State's aviation system, and may require coordination among multiple authorities responsible for individual elements of civil aviation functions in the State. The SSP framework introduced in this attachment, and the safety management system (SMS) framework specified in Appendix 6, must be viewed as complementary, yet distinct, frameworks. This attachment also includes a brief description of each element of the framework.

1. State safety policy and objectives:

1.1 State safety legislative framework
1.2 State safety responsibilities and accountabilities
1.3 Accident and incident investigation
1.4 Enforcement policy

2. State safety risk management:

2.1 Safety requirements for the service provider's SMS
2.2 Agreement on the service provider's safety performance

3. State safety assurance:

3.1 Safety oversight
3.2 Safety data collection, analysis and exchange
3.3 Safety-data-driven targeting of oversight of areas of greater concern or need

4. State safety promotion:

4.1 Internal training, communication and dissemination of safety information
4.2 External training, communication and dissemination of safety information

5. State safety policy and objectives:

5.1. State safety legislative framework:

The State has promulgated a national safety legislative framework and specific regulations, in compliance with international and national standards, that define how the State will conduct the management of safety in the State. This includes the participation of State aviation organizations in specific activities related to the management of safety in the State, and the establishment of the roles, responsibilities and relationships of such organizations. The safety legislative framework and specific regulations are periodically reviewed to ensure they remain relevant and appropriate to the State.

5.2. State safety responsibilities and accountabilities:

The State has identified, defined and documented the requirements, responsibilities and accountabilities regarding the establishment and maintenance of the SSP. This includes the directives to plan, organize, develop, maintain, control and continuously improve the SSP in a manner that meets the State's safety objectives. It also includes a clear statement about the provision of the necessary resources for the implementation of the SSP.

5.3. Accident and incident investigation:

The State has established an independent accident and incident investigation process, the sole objective of which is the prevention of accidents and incidents, and not the apportioning of blame or liability. Such investigations are in support of the management of safety in the State.

In the operation of the SSP, the State maintains the independence of the accident and incident investigation organization from other State aviation organizations.

5.4. Enforcement policy:

The State has promulgated an enforcement policy that establishes the conditions and circumstances under which service providers are allowed to deal with, and resolve, events involving certain safety deviations, internally, within the context of the service provider's safety management system (SMS), and to the satisfaction of the appropriate State authority.

The enforcement policy also establishes the conditions and circumstances under which to deal with safety deviations through established enforcement procedures.

6. State safety risk management:

61. Safety requirements for the service provider's SMS:

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The State has established the controls which govern how service providers will identifyhazards and manage safety risks. These include the requirements, specific operating regulations and implementation policies for the service provider's SMS. The requirements, specific operating regulations and implementation policies are periodically reviewed to ensure they remain relevant and appropriate to the service providers.

6.2. Agreement on the service provider's safety performance:

The State has agreed with individual service providers on the safety performance of their SMS. The agreed safety performance of an individual service provider's SMS is periodically reviewed to ensure it remains relevant and appropriate to the service providers.

6.3. State safety assurance:

6.3.1. Safety oversight:

The State has established mechanisms to ensure effective monitoring of the eight critical elements of the safety oversight function. The State has also established mechanisms to ensure that the identification of hazards and the management of safety risks by service providers follow established regulatory controls (requirements, specific operating regulations and implementation policies). These mechanisms include inspections, audits and surveys to ensure that regulatory safety risk controls are appropriately integrated into the service provider's SMS, that they are being practiced as designed, and that the regulatory controls have the intended effect on safety risks.

6.3.2. Safety data collection, analysis and exchange:

The State has established mechanisms to ensure the capture and storage of data on hazards and safety risks at both an individual and aggregate State level. The State has also established mechanisms to develop information from the stored data, and to actively exchange safety information with service providers and/or other States as appropriate.

6.3.3. Safety-data-driven targeting of oversight of areas of greater concern or need:

The State has established procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need, as identified by the analysis of data on hazards, their consequences in operations, and the assessed safety risks.

6.4. State safety promotion:

6.4.1. Internal training, communication and dissemination of safety information:

The State provides training and fosters awareness and two-way communication of safety relevant information to support, within the State aviation organizations, the development of an organizational culture that fosters an effective and efficient SSP.

6.4.2. External training, communication and dissemination of safety information:

The State provides education and promotes awareness of safety risks and two-way communication of safety relevant information to support, among service providers, the development of an organizational culture that fosters an effective and efficient SMS.

Conclusion:

Time management, cost and quality of project management are the main areas of the main pillars of the project. Thus, there are other important factors such as safety will play an important role in the factors mentioned No mention of better words, we are not immune to achieve their ultimate goal.

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