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Maritime Economy versus Maritime Geoeconomics

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Abstract: Throughout its history, the world has seen more social-political, industrial and economic revolutions, the most recent being the revolution of the "Internet" and the social networks, transformed, among other things in economic promotion vectors. The next global revolution, which has already begun, is the "maritime" revolution. The ocean is the new objective of human development because here all the sectors of the world economy converge and can thus provide: food, energy, resources, transport, health and leisure. The maritime economic sector already contributes over \$ 1.5 trillion to the world economy, an estimated contribution to increase at least twice over the next two decades

1. Introduction

At present, over 90% of world trade is made by sea, every year billions of tons of freight is transported by sea with tens of thousands of ships, and transshipped through thousands of ports, before being distributed by hinterland.

Maritime Geoeconomics is a new concept that reflects the intrinsic link between the continental and island geographic foundations and the development of the maritime economy. Maritime Geoeconomics is a broader approach to marine economic activities, along with elements of continental and regional geography, elements of geography and maritime economy: coasts and facades, ports, maritime routes, freight traffic; coastal economy; offshore economy; economy of maritime transport; the globalization of maritime transport.

The mankind has recently gone through a serious financial crisis whose consequences are still felt. The effect produced has been that it has brought awareness of addressing diverse, especially systemic risks. Export has proven to be a stabilizing factor, offsetting the diminishing domestic demand by steering demand from rising economies towards developed areas. It is appreciated that in the future trade will be an important source of growth. In 2016, the value of exports of member countries of the World Trade Organization was 16,204 billion euros, with the top 10 exporting and importing countries accounting for 52% of the world trade, and the developing countries, respectively, 42%. Particularly for Europe, statistics estimate that over the next decade about 90% of world economic growth will be outside. Through extra-community trade with new growth centers, new impetus can be given to the European economy. Trade policy, as an integral part of the European economic strategy, will make a decisive contribution to increasing its international competitiveness and will create new jobs. This is based on the fact that the European Union is the main trading partner for dozens of countries, which means diminishing the risk through diversification of markets and also through widespread intra-Community trade and the weight of around 35% of foreign trade in goods and services of the GDP of the European Union.

2. The Maritime Economy today

Maritime economy, as part of the field of general economy and finance, is the set of economic and employment-related activities directly or indirectly large. Activities directly related to the sea are: fishing, aquaculture, fish farming and related industrial and port activities related to maritime trade and leisure. Activities indirectly related to the sea include services because the coastal zone tends to be more populated, generating a "*présentielle*" economy (the economy "*here and now*"), with a very dynamic tertiary sector (today, balneal and maritime tourism is considered to be over 40% of the value added in the maritime economic sector). A very important sector generating jobs is also that of maritime security. Concerning maritime security in Regulation (EC) No. 725/2004 of the European Parliament and of the Council of the European Union of 31 March 2004 on the security of ships and port facilities states [5]: "the recent past has shown that no country in the world is safe from terrorist attacks and maritime transport no exception to this rule". Measures are therefore needed to ensure the continuing security of maritime transport, of citizens using this type of transport and of the environment against the threat of deliberate illegal acts such as acts of terrorism.

If shipped goods contain dangerous substances, such illegal acts could have far-reaching consequences for the citizens and the environment of the European Union as well as for all the world's citizens. Threats to maritime security, affecting each port and each ship in one way or another, are: cargo theft, drug smuggling, illegal and transgender migrants, piracy, armed attack against the ship, sabotage, and terrorism.

Regarding the employment situation, it can be shown that most direct jobs are located mainly in coastal areas close to the sea - the maritime facades, which are intrinsic to the economy of coastal areas and their proximity - prehistoric areas. There are also many offshore, offshore, offshore and offshore jobs that are organically linked to it.

The term "*présentielle*" is a concept invented by French economists Laurent Davezies and Christophe Terrier to describe an economy based on the population actually present in a territory that can vary rapidly and which produces and consumes at the same time the same well-defined territory. This concept differs from standard economic analysis based on traditional production areas (factories, services, etc.).

The regional economy, still called economic geography, has two approaches: one is based on the location of the firms in the territory (the productive economy) and the other is centered on the people living in that territory (the residential economy). The residential economy is based on the idea that the population residing in a territory generates economic activity together with service needs.

The evolving of mobility in the modern world, especially in the tourism industry, significantly modifies the functioning of the residential economy, as the population actually present in a given territory becomes variable, partly formed by residents and seasonalists. This development marks a significant dissociation between periods and places of production and periods and places of consumption. It has become necessary to adopt a term no longer referring to residents - who may be temporarily absent from a certain territory, but to all those present. L. Davezies who worked on this subject together with Ch. Terrier and proposed in 2002 this concept - "*économie présenteielle*" translated into English as "*in-place economy*" in the second version of the paper "Multilingual Thesaurus of tourism and leisure, developed by the French Tourism Administration and the World Tourism Organization [10,11].

Présentielle economy plays a growing socio-economic role, but faces major challenges related to the need to expand into new coastal areas and in often fragile natural environments, partly threatened by rising sea levels and affected by ocean pollution, as well as by the risk of overexploitation of natural resources (especially overfishing). So stakes are both economic and social and environmental, as well as interactions that are economic, but also non-seaside and non-maritime activities. There is also a problem of initial and continuing vocational training to respond to the evolution of maritime jobs.

The maritime activities are old, developed from antiquity on older historical bases and amplified with the construction of more and more advanced craft. Shipbuilding has become more expensive for owners, bankers, ship brokers and specialist insurance companies. Maritime economy has played a geostrategic role throughout history for ancient China, ancient Greece, the Roman Empire, and then to the industrial revolution and its globalization, passing through the colonial period. It was based on

fishing, maritime sabotage and traversal trade and conquest wars at sea. Lately, real estate, tourism and port activities have developed significantly, partly speculative and dependent on natural resources, which makes them more sensitive in relation to the changing international economic and military. Maritime economy as a geopolitical problem has been and is also a source of divergent interests and complicated diplomatic games. Since the end of the age prehistoric to the present and especially the beginning of the industrial revolution, the economy of the coastal zone has been a source of major changes to human communities of coastal landscapes, fauna marine and coastal and marine ecosystems, which have been or are highly exploited or overexploited.

For example, in the year 2010, the value of the maritime economy was about EUR 1,500 billion, compared to the agro-food industry (2 billion euros), telecommunications and the Internet (800 billion euros), the aeronautical industry (620 billion euros). The value of some important components of the maritime economy was 700 billion euros in the offshore oil and gas industry, 122 billion euros in fisheries and aquaculture, 120 billion in shipbuilding, 400 billion in shipping and maritime services, 3.5 billion in the activity of classification societies, etc. Of the total 1,500 billion euros in 2010, the traditional sectors (fishing, shipbuilding, maritime transport, etc.) accounted for 1.310 billion euros, compared to 190 billion euros for new maritime economy development sectors (renewable marine, submarine, etc.). In 2020, the value of the mondial maritime economy is estimated at 2.550 billion euros, of which 450 billion euros are the new sectors [1,2,4].

During the following decades, a sustained development of the following areas of the world maritime economy is appreciated:

- maritime transport;
- exploitation of oil and gas resources;
- seawater desalination;
- production of wind and hydro offshore energy;
- deep-sea exploitation of non-energy minerals;
- exploitation of marine energy (wave, tidal, thermal, etc.).

The Climate changes and sustainable development issues, diversification of maritime activities as well as increased global maritime trade involves increased maritime surveillance, security and safety are directly linked to the development of these maritime economy areas for the next period until 2030.

The exploitation of the present and future sea resources has an obvious economic and strategic role, also evidenced by the growing budgets allocated to the Navy of many countries, as follows: for the period 2009-2016, the average global naval budgets increased by 2, 24% compared to Air Forces (1.54%) and land forces (down 0.91%); in the same period, less the United States, the average global shipbuilding increased by 6.03%, aviation by 5.3% and land forces by 3.2%; BRIC naval budgets (Brazil, Russia, India, China) grew by 9.3%, Air Forces by 8.8%, and Army by 5.3%. This trend, but with limitations, is also found in naval military policy and other countries such as: South Korea, Malaysia, Indonesia, Australia, Japan, Canada, Singapore, etc [1,2,4, 12].

In general terms, the maritime economy comprises the following branches:

- sea and river transport;
- maritime tourism;
- shipbuilding;
- offshore oil activity;
- extraction of submarine resources;
- power generation;
- hydrotechnical works;
- location of submarine cables;
- specialized banking services;
- activities in support of the Navy - (other than military);
- state intervention;
- marine scientific research.

In detail, primary activities related to the maritime economy and the downstream economic sectors are:

- fisheries and aquaculture;

- production of sea salt;
- processing and preserving seafood;
- wholesale and retailing of seafood.

Shipbuilding includes:

- shipbuilding and floating structures;
- construction of pleasure boats;
- repairs and maintenance of ships.

Port and transport operations include:

- marine and river waterworks;
- coastal and maritime transport of goods and passengers;
- loading and unloading operations;
- ancillary services for shipping;
- river freight and passenger transport;
- rental of ships and marine equipment for sea and river transport.

To this is added:

- exploitation of marine energy;
- rational and sustainable exploitation of marine biological resources (through fishing, aquaculture, maritime tourism and submarine), respecting biodiversity;
- scientific research into the water and seabed in order to cope with global climate change, with the most serious consequences:
 - increasing sea level;
 - coastal erosion.

The economic agents in maritime transportation are represented either by those economic entities which have as principal or complementary activity the provision and / or provision of transport services (satisfying demand in the specific market) or economic entities which, by their nature, feel the need moving goods to enter the economic circuit (creating the demand for transport on the specific market).

Often at the level of significant economic agents, the three segments - production, marketing and transport - take the form of complementary economic activities of the same entity. At the level of the maritime economy, the components, categories, mechanisms and established laws of the market economy and the objective needs of the communities, with the obvious particularities imputed by the specificity of the transport activity.

3. The Maritime Geoeconomics - a new concept of the Maritime Economy development

The issue of the transport geography and in particular the maritime transport can not be addressed without analyzing and understanding the direct and two-ways links between geography and the economy, and we are therefore proposing an integrated concept called maritime geo-economy.

The Maritime Geoeconomics is a new concept that reflects the intrinsic link between the continental and island geographic foundation and the development of the maritime economy with all its branches. Drying is the place where the foundations of the special economy, the one of "ocean exploitation" - a source of resources of all kinds, object of dispute and transactions, cheap way of transport and last but not least, the cradle of life and the possible future of humanity.

The Maritime Geoeconomics (figure 1) is a broader approach to maritime economic activities that includes, along with elements of continental and regional geography, transport geography, geography and maritime economy as such [1,2,4]:

- maritime geography;
- maritime economy;
- coastal geoeconomy:
 - shores;
 - maritime facades;
- shipping economy:
 - ports;
 - sea routes;
 - seaborne transport;

- offshore economy (industry);
- the globalization of maritime transport.

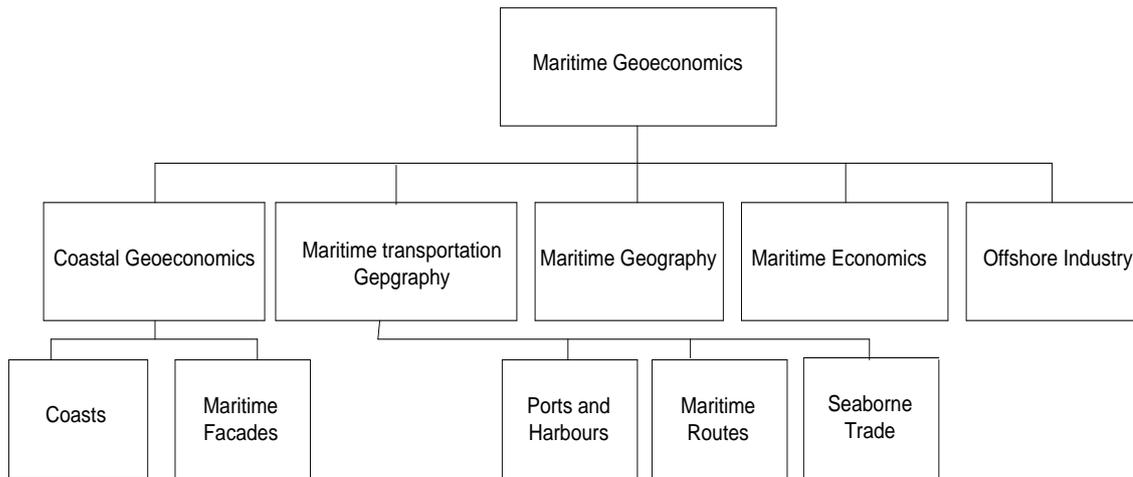


Figure 1- Maritime Geoeconomics

The Maritime Geoeconomics is now in direct contact with the new geopolitical vision and global geostrategy, which in fact is based on the geopolitics and the maritime geostrategy.

4. Conclusions

The maritimisation of the current world is one of the major aspects of contemporary globalization. This phenomenon is in line with the exceptional increase in mobility and trade at all levels, maritime transport playing a central role in this central process [4]. Today, as ever, the world is dependent on the maritime transport, and containerization has an increased interconnection capability on the planet. But maritimisation is not limited to maritime transport, the seas and oceans are presented as the "last frontier" of the contemporary world, whose immense, proven or desirable resources increase the appetite of states and entrepreneurs. In this perspective, the new law of the sea, in operation for more than three decades, favored an increasing territorialisation of ocean space, in contrast to the traditional freedom of the sea. This vision of the sea is aimed at establishing robust rules for the exploitation of maritime space without being able to prevent conflicts between states as a result of modest international maritime regulatory actions, increasing threats to transnational crime and environmental issues. All this explains the increasing importance of the geopolitical and geo-strategic aspects of the oceans, which provokes reconsideration of the maritime powers.

Today, as in antiquity, powerful talasocrations, political powers based mainly on domination over the sea, are those who act as the main actors of world politics. Thus, there can be a direct link between talasocracy and the maritime power. The determinants and attributes of the maritime power are particularly complex, the United States is an excellent illustration of the complexity of the maritime power of a state.

History shows that only the powers whose interests and security have been linked, especially by maritime links, have been maintained as long-term naval powers. The United States of America, which became the first industrial nation in the late nineteenth century and developed its political and economic expansion to the ocean, became the world's dominant maritime power in the second half of the twentieth century. The US Navy has been able to finance and use naval forces at great distances in military action or maritime diplomacy, the size of which represents the combined tonnage of the next five major maritime powers. As for the power of fire, the difference is even greater. If the US economic and political power is increasingly challenged or at least attenuated by the emergence of new international economic actors, American naval hegemony remains unbridled, but the future, the one in which the sea will occupy a place of increasingly important in the world economy, will also become a source of increasing tensions among states [7,9].

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