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GLOBAL MARITIME GEOPOLITICS

Edited by

Hasret **Çomak**, Burak Şakir **Şeker**,
Mehlika Özlem **Ulan**



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GLOBAL MARITIME GEOPOLITICS

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Edited by Hasret Çomak, Burak Şakir Şeker, Mehlika Özlem Ultan

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PREFACE

With its transit facilities and living and non-living resources, the oceans and seas have been at the service of humanity throughout history. The importance of the seas has grown even more in the twenty-first century, and it has begun to play a significant role in the global economy. Sea transport accounts for a significant portion of worldwide trade.

In 1890, American Admiral Alfred Thayer Mahan authored “**The Effect of Sea Power on History 1660-1783**,” which broke new ground in the United States and many other countries. Mahan succinctly said in his philosophy that trade is very important in terms of country-to-country relations, and that the major motivation for large-scale battles between countries is the desire for a say in world trade and domination over the seas. As a result, he proposed the hypothesis that “**control of sea routes is the key to global dominance.**”

“...Every marine endeavor of powerful governments must take into account diplomacy and the constraints of national resources,” writes Mahan in one of his works. States that fail to do so run the risk of moving forward on shaky basis. An indissoluble power binds foreign policy and strategy together...” (In 1911, Naval Strategy was compared and contrasted with the Principles and Practice of Military Operations on Land.)

The fact that geopolitics specialists attach a priority on naval strength in their theories is unquestionably owing to the sea's importance to governments in terms of politics, economy, security, and defense. Naval power is frequently a requirement of defense policy for coastal states.

The volume of international trade carried out by sea is growing by the day, and it now serves as the primary mode of transportation for goods. All states place a high priority on the safety of marine routes.

The ability of countries to benefit from the international maritime transportation system determines their commercial competitiveness in the twenty-first century. Maritime route security continues to play a critical role in state foreign affairs and will continue to do so in the future.

Maritime transport, in particular, provides a crucial position in the political, economic, military, and energy fields in Europe and the Asia-Pacific area. When countries' “security perceptions” are shaped by rivalry and cooperation, it dramatically alters their “security perceptions.”

The Asia-Pacific region has emerged as the world's new power center in the twenty-first century. This circumstance increased the region's geopolitical and geo-economic weight, as well as giving maritime trade a new dimension. This scenario, which has been exacerbated by economic mobility, has begun to have an impact on military and political authority. This introspection has resulted in new developments that could have an impact on geopolitical balances. It is changing ties between world power centers at the same time.

Maritime transportation is now used to a significant extent by global actors to accomplish their economic, political, cultural, and military ambitions and orientations. Oceans, seas, and sea passages have all become major elements of geopolitical competition in this regard.

The proportion of marine-derived foods in general food consumption has begun to rise in our century. Furthermore, as a result of advancements in deep-sea exploration and drilling technology, underwater hydrocarbons have begun to enter the economy at a rapid pace. The introduction of hydrogen as a new energy source, in particular, has increased the importance of coastal areas and increased competition between governments.

Hydrocarbon reserves may now be operated, evaluated, and sold using cutting-edge technology. Many platforms, coastal amenities, and pipelines can be erected in this setting. Energy supply and demand are now being directed by these facilities.

Again, the advancement of contemporary technologies has resulted in several economic advances and developments. With submarine fiber optic cables, communication possibilities have expanded significantly. This system's international trade, banking, and security services have begun to become the lifeblood of economic life.

Maritime trade, maritime transportation routes, energy transmission lines, marine living and non-living resources, strategic infrastructures, and new energy facilities all have a direct impact on the global economy.

As a result of this circumstance, the oceans and seas have become crucial to the countries' economic and security interests. The seas, in fact, have become an essential component of prosperity and security. The seas give authority to those who benefit from them on a worldwide scale, and they generate a zone of influence and interest, thanks to their vast size. While global actors want to preserve sovereignty and access to the high seas, developing maritime powers are adopting asymmetrical methods to limit other countries' access to regional waterways by strengthening their presence on the high seas.

The oceans and seas play a significant role in global trade, raw material transportation, global and regional security measures, and power balances. Mutual confidence between riparian countries can be established and maintained if the parties follow the provisions of the International Treaty and the Convention. In addition, the development and monitoring of policies that promote stability are becoming more important.

In addition, *the development and monitoring of policies that promote stability* are becoming more important. Setting and sustaining a positive example of peace and stability on the high seas will considerably contribute to regional and global peace.

“States having a closed or semi-enclosed sea should cooperate with one

another in exercising their rights and meeting their duties emanating from this Convention,” according to UNCLOS Article 123. In this situation, riparian governments should prioritize collaboration in accordance with the aforementioned clause.

The Flight Information Region (FIR) Responsibility is to give meteorological information and developments in airspace in general, according to the 1944 Chicago Convention. Only technical services are covered by FIR Liability. No treaty or contract grants the State responsible for the FIR “*sovereignty*” over international airspace over the high seas.

“Each Search and Rescue zone will be defined by agreement between the parties concerned,” according to Article 2.1.4 of the Hamburg Convention of 1979. Overlapping the Search and Rescue Responsibility Area for marine search and rescue services with the FIR is an undesirable practice. The practice of states overlapping the Search and Rescue Responsibility Region for marine search and rescue services with the FIR area and presenting it as a sovereign area is inappropriate.

Maritime jurisdiction borders of countries with coasts are essential for international law and national interests. The growing relevance of seabed and subsurface energy research has resulted in more disputes and a resurgence of debates over maritime jurisdictional issues. Because they entail strategic plans, countries' aspirations for marine jurisdictions pose political challenges.

The Arctic region, which includes the northernmost parts of these three continents, the Arctic Ocean, and parts of the Atlantic and Pacific oceans, covers an area of approximately 21 million square kilometers and includes the northernmost parts of these three continents, the Arctic Ocean, and parts of the Atlantic and Pacific oceans. Russia, the United States, Canada, Norway, and Denmark are the countries that border the Arctic Ocean (Arctic Five or Arctic countries). Iceland, Sweden, and Finland, on the other hand, are battling for this recognition despite not having direct access to the Arctic Ocean.

The construction of an international management center was necessary by the huge number of actors in the Arctic Ocean and the frequent occurrence of problems in numerous topics. On behalf of the Arctic geography, the Arctic Council, in collaboration with the Arctic Five state-level Arctic governments, and the United Nations, has undertaken this job. The Arctic Council is made up of eight countries (Denmark, Canada, Norway, Russia, USA, Iceland, Sweden and Finland). As observers, 12 countries are represented in the Council (Germany, United Kingdom, Italy, Poland, France, Spain, China, South Korea, India, Singapore, Japan and Switzerland).

The Arctic Council, which was established as an institutional structure for the Arctic Region, coordinates social and political coordination among members, establishes rules governing these countries' relations with one another in the region outside of the military field, coordinates their implementation, and

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regulates relations with non-regional countries.

Access to Arctic energy resources and control of maritime trade routes have become increasingly important for states as their geopolitical worth has grown. The energy conflict at the poles has taken on new significance, with new changes in trade and security policies.

As the region's glaciers have begun to melt as a result of global warming caused by climate change, new sea lanes have been opened and new energy sources have been discovered, the Arctic region has become a new battleground for major nations. The Arctic has evolved into a new geopolitical battleground.

Increasing the Russian Federation's efficacy in the Arctic Ocean region has resulted in an increase in NATO's sensitivity to the region. It boosted the United States' influence in the Eastern Mediterranean in the framework of the Russian Federation and NATO.

The US is afraid that as China's military organization in the South China Sea improves, it will expand its sphere of influence. Its goal is to keep China under control by bolstering the Southeast Asian Nations Association (ASEAN).

In the medium term, China intends to secure relative peace and economic gains in the Eastern Mediterranean, maintain the power balance, and balance the security of infrastructure and ships. China's military presence in regions critical to the Belt and Road Initiative is becoming more likely.

Countries that compete for energy transportation and commercial routes on major maritime transportation routes are becoming geopolitical players. Many ports and countries have benefited from oil transit routes. Political crises and conflicts may, however, arise over time in numerous countries and regions that receive logistical help. Yemen, Somalia, Sudan, Egypt, Vietnam, Cambodia, Nigeria, Cuba, and South Africa are among the countries along these hazardous and vital routes. Critical maritime competition is taking place in the Suez Canal and the Eastern Mediterranean. Being part of the Belt and Road Initiative may exacerbate difficulties with maritime security, competition, and dangers.

Antarctica is a natural laboratory for climate study, geophysics, biology, space sciences, and other disciplines of science, in addition to its abundant natural resources. Countries that value science and want to advance in it conduct scientific research in Antarctica and establish scientific bases on the continent.

The Antarctic Treaty System's legal order is unique among governance systems around the world, and it grants privileges to the nation states that are affiliated with it. The sovereignty claims of seven countries on the Antarctic continent have been frozen as a result of the United States of America's efforts. The System of Treaties governs activities on the continent.

Mineral exploration and operations are likewise restricted until 2048 on the Antarctic continent. The Antarctic Treaty has 53 countries as signatories. Following the Treaty, scientific activity on the continent are limited to peaceful

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purposes under different accords and protocols.

Antarctica is the common heritage of humanity. As a result, it is critical for the Treaty's signatories to act in accordance with their knowledge of the Antarctic Continent's common human legacy.

Article 2 of the Madrid Protocol (Environmental Protection Protocol) to the Antarctic Treaty of 1991 protects ecosystems associated to and related to the Antarctic environment. Antarctica is designated as a natural reserve dedicated to peace, serenity, and science, according to the agreement. Mining is prohibited in Antarctica, except for scientific purposes, according to Article 7 of the convention. However, both climate change and future continental shelf challenges are pressuring countries to begin preliminary activities now.

After the Indian Ocean, the Pacific (Great) Ocean, the Atlantic (Atlantic) Ocean, and the Arctic (Arctic Ocean or Arctic Ocean) Ocean, National Geographic Magazine named the "Southern Ocean (Antarctica) Ocean" as the 5th Ocean after the Indian Ocean, the Pacific (Great) Ocean, the Atlantic (Atlantic) Ocean, and the Arctic (Arctic Ocean or Arctic Ocean) Ocean. It declared on June 8, 2021, that a new Ocean with the name "Ocean" has been established.

In the early 2000s, the International Hydrographic Organization (IHO) declared the Southern Ocean to be the 5th World Ocean. The "Southern Ocean" is the name given to the ocean that joins the southern regions of the Pacific, Atlantic, and Indian oceans. IHO has 68 members from the coastal states. In 2000, 28 members took part in the organization's "Southern Ocean" survey. Outside of Argentina, participants opted to identify Antarctica's waters as a separate ocean. The majority of affirmative voters chose "Southern Ocean," whereas the majority chose "**Antarctic Ocean.**" The northern boundary of this new ocean was chosen by 14 countries, with latitudes of 60° South, 50° South, and additional countries with latitudes north of 35° South. As a result, the northern boundary of the Southern Ocean was established to be 60° South latitude.

The development of investments and capacity for the military industry and the marine sector is linked to increasing the naval capabilities of the Naval Forces. Maritime Power; From the standpoint of defense and security, it lends the country's geopolitics an indisputable importance. Construction and modernization of maritime power capabilities, in particular, that will increase economic prosperity, should be discussed further.

In the twenty-first century, restoring order to the seas is critical. Cooperation is critical now to establish this order and to avoid threats from the sea, such as terrorism, all types of smuggling, human smuggling, marine pollution, piracy, and piracy.

"Maritime Power" refers to a power system that encompasses all of the sea's material and spiritual power elements and transfers their whole efficiency to

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national power. The marine commercial fleet and navy are the backbone of maritime power. Furthermore, Maritime Force encompasses all factors that contribute to this power, whether directly or indirectly.

In the twenty-first century, the “Maritime Industry” includes shipbuilding, yacht design, marine sub-industry, construction and operation of marine platforms, marine biology, marine chemistry, marine geology and geophysics, marine research, entertainment and water sports, marina and operation, surface and diving, tourism, and Maritime Education. All of these elements are vital to the development of a country's maritime power and capability.

The Navy is primarily a defensive force. Furthermore, it is not just a force that guards the coasts, but it is also a force that assures the safety of marine transportation routes. The strengthening of the “Navy's” capabilities will be aided by the development of naval industrial and commercial capacity.

States must develop new concepts, maritime policies, and tactics within the framework of soft power, as well as economic, commercial, and logistics factors, in order to establish marine power. It is critical to promote maritime-related components such as films, serials, literature and art, maritime journalism, and maritime photography as a governmental policy.

Marine and maritime security challenges are becoming more important in today's world. As a result of all these developments, the preparation of a multidimensional and comprehensive work on the oceans and seas at the global level has been brought to the agenda. Our book, GLOBAL MARITIME GEOPOLITICS, has been written to elucidate the above-mentioned concerns and add depth, reality, and richness to the scientific field.

I'd want to offer my heartfelt gratitude and heartfelt congratulations to my valued colleagues and researcher friends who helped and supported me by producing a book chapter.

For his thoughtful, selfless, and dedicated initiatives and advice, we'd like to express our sincere gratitude to Prof. Dr. İbrahim Sirkeci, Chief Publications Editor, who prepared our book for printing and designed the cover. His guidance has been much appreciated. We sincerely hope that the work will be useful for the scientific community.

Editors

Prof. Dr. Hasret Çomak,

Assoc. Prof. Dr. Burak Şakir Şeker

Assoc. Prof. Dr. Mehlika Özlem Ultan

Istanbul, October 2022

PART 1

ANTARCTIC AND ARCTIC CIRCLE GEOPOLITICS