



5TH MARINE AND MARITIME SECURITY FORUM



Marine Geoeconomics of
the 21st Century, and Türkiye



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TASAM
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Humanity lives on land masses (lithosphere) that rise or fall with various dynamics of earth’s crust in the middle of the global water sphere, which makes up 72% of the earth. The lands that generate the natural habitat of humanity constitute a very small part of the earth’s surface. The most basic common point of all these landmass is that they are "islands". The size of these islands differ from each other. Some islands are continental islands on which more than one state and nation have settled. While some islands are the living space of only one state, some states are settled in an archipelago. While some islands form one of the dozens of port cities of a state, some islands are like small coastal towns of a port city consisting of islands. While coastal villages with only a few house are built on some islands, some islands are not suitable for human habitation due to their morphological features. Apart from all these islands, there are also islets, island fringes, rocks, shallows and reefs where various economic activities are carried out or bring about international maritime law problems today. Ultimately, the earth as a whole is defined as “the Continental Islands Ocean”.

Today, approximately 45% of humanity lives in a 150 kilometer long terrestrial belt from the coasts to the upcountries being constantly exposed to marine influence. Most of the economic activities of the states take place in this area. At the beginning of the 21st century, more than 680 million people live at a maximum altitude of 10 meters above sea level. In other words, 680 million people, roughly 12% of the world's population, live in low geographies. Scientific studies show that this figure will reach approximately one billion by 2050. This determination shows that the maritime dependency (maritime-ness) of states will increase in the next 30 years. On the other hand, another phenomenon that human geography deals with is commerce. At the beginning of the 21st century, at least 80% of the world's commercial goods are transported by sea, and this rate is augmenting in the developed countries. 50% of the population of the developed countries uses marine resources for their protein needs. In addition to this, 80% of global tourism activities are realized in the coastal belt. Statistics such as the one above that emphasize the importance of the seas could be increased with a considerable extent, but most fundamentally, the surface of the global ocean for humanity is just like a system of routes through which people, commodities, money, knowledge and cultures are constantly transported. For this reason, there is no land in the world that does not interact each other or interact with the hydrosphere in terms of security or economic, socio-cultural, legal and psychosocial contexts. This is also pertinent for societies or nations whose natural habitat is land masses. Even people living in landlocked countries that have no borders with the ocean or sea interact with the hydrosphere through the climate, vegetation (fauna & flora) and commerce phenomenon. This interaction has been the main motivation pushing civilization to the seas for centuries.



Türkiye also has a topographic structure consisting of two peninsulas within this Continental Islands Ocean. Being settled in the geography of the Seven Seas has made Türkiye an adjacent or opposite neighbor to several narrow seas. Beside being littoral to three seas surrounding the peninsulas, Türkiye also has an inland sea. This inland sea is located among the Turkish Straits (Çanakkale & İstanbul) that is an maritime area being the critical sea nodes of global maritime trade. Türkiye has around 180 port/port facilities on its shores. According to the coastal survey information of the Office Of Navigation, Hydrography and Oceanography in 2008, Türkiye has 3% of the world's total coastline with a coastline of 8,483 kilometers. The Turkish coasts have a length of 1719 km on the Black Sea, 1474 km on the Marmara Sea, 2025 km on the Mediterranean and 3265 km on the Aegean Sea. On these coasts there are 28 coastal or port cities with a population exceeding 750,000 and approximately 60% of Türkiye's population lives in these cities.

At the same time, in Türkiye which is surrounded by seas on six sides with its geography consisting of two peninsulas, the majority of the labor force participation rate is located in the coastal cities. Approximately 60% of Türkiye's Gross National Product consists of exchange relations in these coastal cities. After all, approximately 95% of industrial production, exports and imports of raw and finished products are carried out by maritime transportation and through coastal cities. Most of the arable lands in Türkiye are located on the coasts or in the areas connected to the sea near the coast. Meanwhile, it should not be overlooked that most of the infrastructure facilities of tourism which has a very high share in the GNP of Türkiye and is called the Smokeless Industry, are located in coastal areas and close to the sea. All this information given shows that Türkiye should not turn its back on the seas, that it lives together with the sea, that it is dependent on the sea not only for political, military and economic activities, but also for natural disasters and humanitarian aid activities.

Maritime geopolitics lies at the root of the foreign policy problems faced by Türkiye, which has Sea Lines of Communications (SLOCs) and critical sea nodes, which play an important role in sustaining global maritime trade in terms of its significant geopolitical position. If the potential of the country's maritime economy is considerably insufficient when it compared to its use and therefore it becomes clear that Türkiye's decisive and confident march in its maritimization awakening has a long way to proceed.

Marine and Maritime Forum and similar academic activities that can rehabilitate the sea blindness experienced by the international relations literature in a way that will build public interest, by increasing maritime spatial awareness, will be instrumental in attracting the attention of the country as a whole to its seas. Thus, the maritime studies literature will develop and the information needed by the administrative institutions and capitalists will be revealed. All areas that will cover Modern Maritime Studies for this purpose constitute the main theme of the Marine and Maritime Security Forum; navies, maritime fleets, maritime trade companies, ports and port management, shipyards (shipbuilding industry and all branches of engineering applicable to ships), fishing activities, seabed mining (including metallurgy, geology, oceanography, hydrography and seismology), marine tourism, marinas and marina management, national and international maritime law, maritime education and training institutions and activities, marine environmentalism, supporting sectors



(search-rescue, agency, pilotage services, navigation-communication convenience, ship traffic services, maritime meteorology, etc.), maritime history, maritime literature, cultural and sports-themed activities (water sports, museology, etc.). It will be discussed with an integrative approach and a broad vision of history, through partnerships with national/international, military/civilian maritime organizations. It is aimed to create public awareness in the field of marine and maritime issues and to generate public benefit and sustainable management and administration. It is vital importance for the 5th Marine and Maritime Security Forum to be held this year that the related studies are carried to new dimensions required by global developments, and formed maritime-themed interaction networks between Türkiye and other countries. On the other hand, the chronic problems faced by Türkiye in foreign policy (Black Sea Balance of Sea Power and Montreux Convention, Aegean Sea Problems, Maritime Jurisdiction in Mavi Vatan, Blue Crimes, Mass Migration Waves, Security of Energy Transmission Lines, Cyprus Problem and Fragile States (located south of the 36th North Latitude) falls within the study area of maritime geopolitics since most of them are directly related to the seas. The continuation of academic discussions on raising academic awareness of maritime geopolitics, determining the requirements for this awareness, revealing the targets, supplying the needs and building maritime power capabilities that will transform the current potential into economic prosperity is considered as a necessity of Türkiye's national interests.

The 21st century has gained a strong momentum to become the Century of the Seas and Oceans. Most international crises, rivalries, wars, alliances and collaborations focus on the Narrow Seas, Inland Seas and Marginal Seas around the Eurasian Continental Island. Türkiye's ability to gain a respected, effective and strong position in the international community in the 21st century seems possible with access to the Blue Civilization. The 5th Maritime and Maritime Security Forum to be organized by **TASAM National Defense and Security** Institute this year has a strong motivation to respond to all the above-mentioned needs.

Sub-Themes

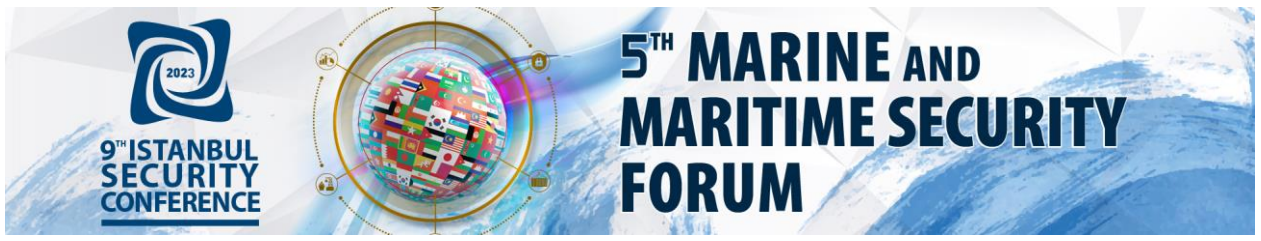
Sea Blindness and Maritime Studies in Turkish International Relations Literature

**New Perspectives and Regional Studies in Maritime Geopolitics;
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Current Threats and Blue Crimes in Turkish Maritime Security

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Current Trends in the Use of Turkish Naval Diplomacy



Current Concepts and Issues in Maritime Capacities for Construction

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Sea Power

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New Opportunities in Maritime Geoeconomics and Türkiye

Administrative and Institutional Structure of Türkiye in Maritime Affairs

Vision and Future of the Turkish Maritime Ecosystem

New Trends in the Blue Economy

Vision and Future of Turkish Maritime Trade

Vision and Future of Turkish Maritime Transport

Turkish Marine Tourism Vision and Future

Türkiye's Shipbuilding Capabilities and the Vision and Future of the Shipyard Industry

Turkish Ports; Hinterland, Gateway and Foreland Development Strategies

Ocean Policies

Environmental Security in Maritime Studies

The Age of Digitalization and Emerging Threats in Global Shipping

Humanitarian Aid and Disaster Relief Operations at Sea

Maritime Geoculture