THE KEY OF THE DEVELOPMENT OF COMMERCIAL MARITIME TRANSPORT – THE COOPERATION BETWEEN MEDITERRANEAN SEA AND BLACK SEA

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ABSTRACT

Black Sea region represents a priority for the EU.
An EU action in the Black Sea region is about changing the structure of the social and political weight, so that it becomes more open and more democratic.
The EU is the main destination for exports from the Black Sea region, and is its principal source of financing in the shape of lending, investment, and official assistance. A prolonged economic recession in the EU has a negative effect on growth prospects for the Black Sea region, whereas a rapid recovery represents an undoubted boost.
The governance of the Mediterranean Sea and Black Sea is becoming a fundamental problem for Europe. It has been given a notable stimulus by the Euro-Mediterranean-Black Sea Partnership.
Exist in Europe a strong competition, so it is very important for European Union to elaborate a strategy to develop the traffic to the South of the Mediterranean, particularly with the Middle East and with the Black Sea countries.

KEYWORDS: Black Sea, Mediterranean Sea, Gibraltar, Bosporus Straits

INTRODUCTION

The Black Sea represents a region of convergence of interests of major actors global from three points – strategic, economic and natural environment.
The European Union (EU) and the North Atlantic Treaty Organization (NATO) are the most important actors in this picture and in the energy trade.
It is vital to elaborate a strategy interesting both Mediterranean and Black Sea countries.
A good strategy to the need of logistics will help to prepare the united economic proposal originating from the sectors of European enterprises, which are ready to integrate their resources with public resources because the operational borders of the harbor operations do not remunerate the investments realized in the harbors.
For Europe the governance of the Mediterranean Sea and Black Sea is represent a fundamental subject and in this way we can assist to a notable stimulus by the Euro-Mediterranean-Black Sea Partnership.
MEDITERRANEAN AND BLACK SEA COOPERATION

Linking with Eurasia, the Middle East and the Mediterranean, the Black Sea region plays a crucial role in the context of the energy trade. The Black Sea together with the Turkish Straits System – TSS - and the north-eastern Mediterranean, starting from the Gulf of Iskenderun at the eastern end, are two major routes used to transport the oil produced in Russia, Azerbaijan and Central Asia to the west.

The pipeline from Russia to Turkey across the Black Sea has transformed the Black Sea and surrounding states in a very busy route economically, is an area that represents the crossroads between the EU and the Caucasus. European Union has carried out several projects having a direct effect and influence on the maritime transport in the Black Sea rim. Some of them are closely linked with the Pan-European Transport Corridors whereas the others are related to renovation of the ancient Silk Road.

In the last years the Mediterranean Sea has succeeded in escaping quotas of maritime traffic to the North of Europe thanks to its geographical position of a fulcrum between the East of Europe and the United States from the logistic point of view. It explains the fact that the maritime traffic with the origin and destination in one of the Mediterranean countries equals 700 million tons, which constitutes around 15% of the world maritime traffic.

The economic success reached by the Mediterranean ports is also due to the recovery of strong competitiveness. Thus, to attract new quotas of traffic, it is necessary to improve the ports constantly with the new infrastructure and services offered. The key points of this process are the privatization of port activities and emergence of some figures of the terminal operator, the services that have been restructured in an entrepreneurial
key required by the ship and by the commodity. to engrave an acceleration to the realization of a surplus of ability of the infrastructure of the Mediterranean and Black Sea harbor system will further proceed to the aggregation of the critical mass of logistics proposal able to motivate the offer of logistic or productive installation from the society inter – harbor and inter – modal.

The Mediterranean is a major load and discharge centre for crude oil. Approximately 18 per cent of global seaborne crude oil shipments take place within or through the Mediterranean. North African ports in Libya, Algeria, Tunisia and Persian Gulf oil shipped via Egypt account for over 90 per cent of all crude oil loaded in the Mediterranean. Italy accounts for nearly half of all crude oil discharged in the Mediterranean.

**THE BOSPORUS AND GIBRALTAR STRAITS**

Exports of crude oil from Black Sea ports averaging at over 100 million tons a year are expected to continue to rise, resulting in continued seaborne transits via the Bosporus and increased use of eastern Mediterranean ports linked to new pipelines intended to bypass the Bosporus.

Pipeline developments will increase oil exports from Eastern Mediterranean load terminals, but, if Black Sea exports continue to increase, this may not result in a significant fall in oil exported through the Bosporus. The Eastern Mediterranean will see an increase in the density of crude oil tanker deployment.

The most significant change in overall traffic patterns in the Mediterranean in the coming years will be the development of export routes for crude oil from the Caspian region, which is currently shipped predominantly via Black Sea ports through the Bosporus. The Mediterranean Sea, bound by the Straits of Gibraltar on the west side and the Suez Canal and the Bosporus Straits on the east side, is amongst the world’s busiest areas for maritime activity.

There are 480 ports and terminals in the Mediterranean with recorded ship movements, almost half of which are located in Greece and Italy. Around 20 per cent of Mediterranean ports are in the Eastern Mediterranean east of Greece, compared with 80 per cent in the West and Central Mediterranean.

The Bosporus forms the boundary between the Black and Mediterranean Seas and is the only maritime access route between the two. All crude oil shipped by sea out of the Black Sea consequently has to pass through the Bosporus. Tankers up to 165,000 DWT currently transit the Bosporus.

In 2006, nearly 11,000 tankers of all types transited the Bosporus, a 40% increase on the 2002 figure of around 7,700. In 2006, over 2,000 crude oil tankers transited the Bosporus.

From the geopolitical point of view, this area is located at the intersection of three very important areas: the former Soviet Union, Middle East extended south and western region, represented by democratic community transatlantic west.

**CONCLUSIONS**

The aim for the European Union is to exchange the best practices in the European and international context, as well as to create a framework for cooperation and dialogue with the Mediterranean and Black Sea partners.

This area has the potential to form an encompassing single zone, which would have to be developed and the feasibility of which remains to be proven. This potential can already be seen in both conflicting and common interests, especially on the issue of the transportation of the energy resources to the world markets. At this point, however, neither of the constituent
sub-regions of this broader area can function as a single and meaningful functioning economic
region within the global economic system involved Mediterranean Sea, Black Sea and also Caspian Sea, with their harbors.
The objective is to constitute logistic districts in the Mediterranean harbors and a practical
connection with the Black Sea, to develop systematically the relational capital of the harbor
area, promoting the potential of cooperation of the local society with the approach to the most
representative economic and institutional subjects.
A new way of organisational order of the transport system developed generally and
particularly for the harbors, the problem of relational dynamics between the harbor system
and the reference of spatial hinterland, especially in Europe, have determined global
transformations of the economy, increase of traffic and exchange in the global sense, the
central role being given to the logistics and distribution in competition among the territorial
productive systems, structural and technological modifications intervened in the maritime
sector and harbor sector.
In the present situation of inter and combined modality and more intense competition among
harbor systems - especially in terms of times (of output, efficiency and quality of the service)
the harbors don’t anymore constitute a place for the physical interchange of commodities, but
they have become a functional element in the logistic chain.
The problem of availability of space has become particularly acute due to the greater liberty
of traffic in the choice of the harbor, indifference to the local and harbor activities,
specialization of ships and the equipment of dock.
The available space for the harbor operations, as well as its efficient organization is
considered to be the fundamental strategic element, in degree to finalize the harbor
development to the advantage of the community and economy.
Inside this model of operation the strategic planning of operations and harbor spaces assumes
a particular centrality. It is especially true assuming that the availability of endowment of the
infrastructure is able to attract investments and especially because there are more complex
levels of efficiency in the offer of the services traffic and potentially activity to different
delimitation.
We think that some measures must to be taken for the good development of the maritime
traffic between Mediterranean and the Black Sea, like: to encourage the development of transport
projects and the investments. The implementation of TEN-T networks should be carried out with due
consideration of likely social and environmental impacts; to develop sea motorways in the
Mediterranean under the Trans-European Networks of the Mediterranean Union and the Organization
of Black Sea Economic Cooperation; to create the favorable conditions to attract cargo and passengers,
especially for commercial shipping where the focus is on upgrading the ports to multimodal logistics
centers or hubs which will result in a significant increase in container handling.

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