

# 2<sup>ND</sup> MARINE AND MARITIME SECURITY FORUM 2020

“Building Future from Atlantic to Indian Ocean”



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## CALL FOR PAPER

# 2<sup>ND</sup> MARINE AND MARITIME SECURITY FORUM 2020

## “Building Future from Atlantic to Indian Ocean”

( 05 - 06 November 2020 | CVK Park Bosphorus Hotel, Istanbul )

The key role in the formation of geopolitical trends and geostrategic advantages is in the seas. Access to the seas is a natural reflection for land states. Based on Immanuel WALLERSTEIN's approach to geoculture, the way to do this is through cultivating maritime consciousness of the states and societies. The most cost-effective solution for accessing raw material resources - in order to produce - and world markets - in order to grow trade - is using seas and waterways even in the 21<sup>st</sup> century as in the 15<sup>th</sup> century, when discoveries began to take place. The states that have connection with the seas due to their geography have reached the peak of their power when they were strong at sea. In this context, if the race for dominance over the sea is to be mentioned, it should be emphasized to increase the ability of control over trade.

It is determined in the literature of international relations that global hegemony comes from dominance over seas and waterways. Especially after the Industrial Revolution, with the development of production, trade, logistics and markets, it is seen that Britain in the 19<sup>th</sup> century and the United States later in the 20<sup>th</sup> century owed their control over world trade to navy. When it is examined from a geopolitical perspective; It is seen that global and regional power struggles are taking place for the control of energy basins, especially hydrocarbon resources, and the routes that guide the world maritime trade. If the value of energy is mentioned for production today, the importance of the seas for trade can be mentioned at the same level. According to Ken BOOTH, Professor of International Relations, states are developing maritime and naval forces for three main purposes. These are defined as “transport of goods and people”, “diplomatic aims and bringing military elements to the opposite shore” and finally “the utilization of resources within or at the bottom of the sea”.

At the beginning of the 21<sup>st</sup> century, according to the report of the Chamber of Commerce, 98% of the crude oil required by the energy markets, and according to UN sources, 90% of the commercial cargoes are transported by sea. Today, maritime transport contributes approximately 300 billion dollars to the world economy and its 30% sail on Mediterranean basin routes. Considering that the Mediterranean surface area is approximately 1% of the world's seas, the geostrategic importance of the Eastern Mediterranean and the measure of the international struggle Turkey faces have been revealed.





Having a peninsula geography, moderate and generous seas with rare qualities, around 200 ports, 8333 kilometers of coastline, and important transportation lines, Turkey's problems - foreign policy based on the destabilized region in northern Syria for access to the Mediterranean and the maritime jurisdiction in the Eastern Mediterranean – that faces today lies in the context of the maritime geopolitics. If this is added to the fact that the contribution of the maritime economy within the country's economy is significantly insufficient in relation to its potential, it becomes clear that Turkey's decisive and confident march in the awakening of cultivating maritime consciousness has a long way to go.

Covering the entire maritime areas (including **navies, maritime trade fleets, ports, shipyards** [shipbuilding industry and all applicable engineering branches in ships], **fishing activities, seabed mining** [including metallurgy, geology, oceanography, hydrography and seismology], **marine tourism, marine law**, marine education institutions and activities, **marine environmentalism, supporting sectors** [search and rescue, agency, guidance services, ease of navigational communication, vessel traffic services, marine meteorology, etc.], **maritime history, maritime literature, cultural and sporting themed activities** [water sports, museology etc.] **partnerships with national/international, military / civilian maritime organizations**) with the vision of an integrative approach and an extensive history, changing “marine and maritime” parameters in Turkey and other countries in order to manage healthy cooperation, “**marine and maritime power**” in the field of public awareness needs to be created. It is vital that the relevant studies - as required by global developments - are carried out to new dimensions and **maritime-themed interaction networks** are established between Turkey and other countries.

When approached from the defence and security dimension, the adequacy of the construction of maritime power capabilities to ensure the requirements of the country's geopolitics and to translate its potential into economic prosperity is discussed. In this regard, the efforts of the Turkish navy and the Turkish Defence Industry Complex in recent years is increasing considerably, but in proportion to the increase of the strength of the Navy, maritime trade, shipyard and ship building, port and agency services, marine tourism, fisheries, seabed mining and secondary sectors, such as maritime powers in the basic areas of marine sciences that will guide the creation of academic reports to Turkey is also hosting vital importance.

Although some non-governmental organizations operate in order to provide additional value to the decision centers of Turkey's perspectives on the geocultural aspects of cultivating maritime consciousness; to be able to produce scientific resources that will enable the cultivating maritime consciousness of the nation and the state by raising the awareness of the marine in order to accelerate the cultivating maritime consciousness adventure of Turkey, to evaluate all areas of marine geopolitics and maritime power together reflects the basic expectations.





**TASAM National Defence and Security Institute and Girne American University will organize the second Marine and Maritime Security Forum 2020 this year, which includes a strong motivation to meet this need. Taking over from the point left in the vision text of the first forum; it is a timely and priority mission to explain our vital geopolitical interests in the surrounding seas, which are addressed as the “Blue Homeland” (Mavi Vatan), to the Turkish nation and its friends and allies together with the TRNC and to create situational awareness.**

2nd Marine and Maritime Security Forum 2020; planned to be held in Girne, TRNC on April 09-10, in collaboration with TASAM & National Defense and Security Institute (MSGI) and Girne American University (GAU) with the main theme of "Building the Future from the Atlantic to the Indian Ocean" has been postponed to be held in **Istanbul CVK Park Bosphorus Hotel** between **05 - 06 November 2020** due to the restrictions caused by the **COVID-19** virus outbreak.

**2nd Marine and Maritime Security Forum 2020** with the theme of **“Building Future from Atlantic to Indian Ocean”** will be carried out aiming to establish a solid foundation for maritime geopolitics in order to cover all maritime areas, bring regional developments to new dimensions and contribute academically to the construction of sea-based social and political bridges between Turkey and its neighbors.

## Main Theme

**Building Future from Atlantic to Indian Ocean**

## Sub Themes

**New Marine and Maritime Security Ecosystem**  
**Future and Vision of Turkey Marine Ecosystems**  
**Turkey's Capacity Building in the Black Sea, Mediterranean and Red Sea and Oceans**  
**Structuring of Turkish Navy Forces and Power Distribution / Focusing**  
**Turkish Exclusive Economic Zone (EEZ), and Energy, Rivalry in Eastern Mediterranean Geopolitics**  
**New Variables in Marine Geopolitics; Arctic, Canal Istanbul etc.**  
**Turkish Maritime Trade Vision and Future; Perspectives / Analysis (Turkey, TRNC)**  
**Turkish Nautical Tourism Vision / Future; Perspectives / Analysis (Turkey, TRNC)**  
**Turkish Ships and Marine Technology Industry Perspectives (Turkey, TRNC)**  
**Maritime Security; Turkish Defense Industry**  
**Turkish Shipbuilding Capabilities and Shipyard Industry**  
**Turkish Ports, Marina, Ship and Yacht Tourism; Hinterland and Growth Strategies (Turkey, TRNC)**  
**Turkey Deep Sea Drilling Capabilities**  
**Turkish Naval Base Scenarios and TRNC**





## SUBMISSION of ABSTRACT

If you are interested in submitting a paper in order to attend at the **2<sup>nd</sup> Marine and Maritime Security Forum 2020** as active participant or speaker, you need to submit via [izgisavas@tasam.org](mailto:izgisavas@tasam.org) with an MS Word document which includes following items:

- Title of your paper
- 300 words abstract, 5 keywords
- Your Institutional Connection and Curriculum Vitae
- Your Cell Phone No (if not written in the CV)

### Important Dates

Deadline for submission of abstract : 15 May 2020  
Successful authors will be notified by : 30 May 2020  
Deadline for submission of revised full text : 30 September 2020  
Conference Date : 05-06 November 2020

### Required Information

All full texts complying with the abstract and accepted as scientific proficiency will be published as a compilation book.

There is no charge for the submitted abstract and presentation of accepted papers.

