



## NORTHERN SEA ROUTE

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**Abstract** *Need for remodeling maritime economic sector is becoming more obvious in the current economic context. The age of globalization brings to the fore the urgent need of a new shipping routes on the geopolitical scene, this need reconfigures global maritime system, taking into account the natural course of all aspects of politico-economic interaction with the interests of large states. Thus, the use of North Sea Way is in response to current and due to the need for efficient ways of old sea ice polar blanket withdrawal under the effect of global warming is an additional reason for the operation of this corridor.*

**Key words:**  
globalization,  
shipping, forwarding,  
piracy monopoly

### Introduction

Northern Sea Route may be the most effective maritime link between the Atlantic and Pacific - located north of America - by which traffic may take place regularly in the next 100 years. This could shorten the sea journey 11 000 km routes between Europe and Asia through the Panama Canal, and 19 000 km route along the Cape Horn for supertankers who cannot cross the Panama Canal.

A sea route to the North-West was still looked about 500 years ago. The first attempts to find a northern passage dates back to Christopher Columbus. In 1497, King Henry VII of England has to find a way to the Orient. Like Columbus, navigator John Cabot starts from Europe to the west, however, call for the Terra Nova (Newfoundland), located in North America, is sure to come in Asia. A few years later it was understood that a whole new world lay between Europe and Asia.

In theory, find and crosses northwest path seemed something simple. In practice, however, the harsh climate of the Arctic lands made this task very difficult. The biggest obstacle of the time the ice. Navigator Martin Frobisher led you first outgoing American continent north of the Arctic to find the way northwest. In 1576, departing from London with a fleet consisting of two ships and a small bowl. In total, he made three expeditions to the Arctic, but none lead to the discovery of the northwest passage. In the coming years, dozens of ships and thousands of people have turned to the north, trying to find their way through glaciers.

### Northern Sea Route

In the nineteenth century, the British Admiralty organizes several large expeditions. One with a tragic outcome. John Franklin, an experienced explorer of the

Arctic lands, is named leader of the expedition. Install steam engines from two vessels, Erebus and Terror. Both ships were on board the most qualified people in the Navy, and sufficient supplies three years. The expedition began in England in May 1845, finally, three years pass, however, Franklin's expedition is no longer anything. Thus began the largest search operation in history. Mysterious disappearance of the two vessels with their crews leads to increasing the number of trips to the Arctic lands. Dozens of expeditions that followed explained not only the fate of Franklin's expedition, but the Northwest Path mystery.

Spanish and Portuguese kingdoms monopoly era of great geographical discoveries of water that connects the Far East have led other countries competing in the North Sea basin to turn to other possible routes. This is registered as a historical reference -XVI th century by diplomatic missions in Moscow. Decades later the first foreign expedition to establish a clear path through these seas were under the command of Barents Dutch navigator who managed to cross the only sea that bears his name to the shores of Russian Novaya Zemlya Island.

After this failure, Russia started its expansion terrestrial expeditions in Siberia and the Far East, the Urals and beyond to the shores of the Pacific Ocean. Since 1633 the Cossacks found all outlets of the main rivers in an area stretching from Eastern Siberian Sea Laptev Sea peninsula bordered Taymyria last great impediment and most difficult sector in navigation by the Bering Strait. Thus, the historical record success and attribute it to the Russian people in this respect, and therefore rich scientific heritage of mapping and exploring this vast territory brought within the sphere of Russian influence. During the reign of Peter the Great,

Russia was repositioned as a naval power to support and protect the commercial maritime activity and military expansion.

As reference points remain expeditions successive naval officer Vitus Bering Exploration and study of climate and oceanographic case Kamchatka peninsula and the shores of Alaska, proving that Eurasia is linked to North America.

Although the existence Way Northwest was already proven, traffic on this road does not begin until the twentieth century. The young navigator Roald Amundsen led an expedition that took part in seven Norwegian. It was a success. They used a small fishing boat called the *Gjoa*, totally different from the imposing British warships. Boat with shallow draft proved a perfect means of transport in the Arctic Ocean, full of narrow straits, rocks and sandbanks. On June 16, 1903, Amundsen and his men start in Oslo, Eastern route in long expedition to the North American continent. Two years later, on August 27, 1905, the crew on board the vessel *Gjoa* observed in the Arctic whaler had reached the western route through the Bering Strait. The first browser that has swept Northwest Passage from Greenland to Alaska, was Roald Amundsen between 1903 and 1906.

Nordenskjold accomplished first Swede completely travel on board of *Vega*, interrupted only by a wintering between polar ice, with the support of King Oskar II of Sweden and the Russian owner Sibirakov. From the time of departure from the Kara Sea on July 30, 1978 and a winter break since September 20 and until the coming of the next summer he crossed in only two days left to enter the remote Pacific. Author expedition considered with skepticism that this route will ever be neither viable nor sustainable for the conduct of maritime trade.

However, traffic on the north-west could not take place regularly. From Nordenskjold and Amundsen here, many vessels sailed to North America, however, such a trip is not easy to achieve even today.

Developing strategic transport route area that has gained momentum especially after the arrival of the Russian Communists who have shown interest in order to ensure communication between the basins associated with this route. Planning this issue has led to the implementation of hydro meteorological stations network research and development of a systematic study of the use of icebreakers consolidated, consistent with constant air monitoring.

From a historical perspective, the development of trade routes was supported by merging the military in the space of action. Establish operational military bases and the presence of military vessels were normal movement in strengthening national strategies. Reasons politico-economic nature were directed this

geopolitical trends of the era. It was considered a possible scenario in which mixed Chinese fleet composed of merchant ships escorted and guarded military, or get close to Russian waters, either in the open European Atlantic space, which is a security challenge.

In the postwar era domestic traffic volume has increased as a result of industrial activities. The revival of interest in the real potential of this route was reflected in the centralized economy of the area. Exports on this route were based on Siberian raw materials such as wood, fuel, ores and minerals and were introduced through imports of capital goods such as equipment, machinery and food needed community officials involved in the process. The climax of transport activities was reached in 1987. USSR collapse damaged the rhythmic performance of the industry to the new millennium.

In Soviet times, foreign vessels could not use this route. Northern sea route was opened for international navigation in 1993. Until then, the main commercial traffic passing through the Suez Canal, bypassing Africa. According to experts, the North Sea during delivery of goods is reduced by 20-30%. The problem is that because of the ice, Northern sea route is closed much of the year. For navigation should be used ice breakers, which increase the cost of transport. Global warming in recent years has reduced the ice cap, which has changed the situation. Also recently, traditional routes have become dangerous.

Ice melts in the Arctic lands, currently with amazing speed. Therefore, in 2000, a ship could cross the Canadian police Way North in about a month. After the trip, the newspaper *The New York Times* carried an interview captain, he was worried that the ice has not created all problems and reported that they met several icebergs without hindrance in their way. According magazines, Arctic ice area has decreased in the last 20 years with 5% ice thickness decreased and climate models indicate that it will continue to decline as the world's temperature continues to rise.

Currently North sea is actually considered that a future viable route and its sustainability derives from the need to adapt to the degree of risk caused by piracy in international waters and the shortcomings of maritime traffic congestion increasing size of ships. Basically, navigation in these waters requires high technology, infrastructure and coordination to counter intercontinental voyages effects on the Arctic environment. This translates into the use of next-generation icebreakers, the port infrastructure to maintain traffic safety parameters and also through harmonization of the interests of the major powers on the right to sail without restrictions in an area that

makes subject to the territorial claims of the Russian Federation.

Current alternatives given by the Suez Canal and the Panama Canal are experiencing accelerated deterioration of the level of operational risk and the fact that relative to the increased volume of traffic approaching the threshold worrying absorption capacity bystanders and navigation channel passes into question. The balance of international maritime system reconfiguration considering the ratio of the index of economic performance security and maritime sector.

Is considered piracy impoverish shipping industry about 8 billion annually. As a reference system is based on the concept of supply chain management action and any disturbing factor causes a rethinking of the economic behavior of agents. By default an alternative route, such as North sea, which would decrease the cost of cargo insurance and fuel costs in a much lower delivery period. Cost efficiency and revenue maximization is not the whole stake in this scenario.

For the main countries trade in the EU and Asia, namely Germany and China looming a stage show of force in diplomatic negotiations. Strategies targeting the main actors in this case and partnerships Eurasian energy security coupled with the exploitation of the vast Siberian primary resources. With the development of the area along the shoreline included Russian Arctic, offshore oil fields become available and coveted in the case of emerging economies of East Asia.

Sample routes cargo ships were converted from 2013, they scheduled the shipping from China. And over six years, China plans to send North sea every sixth ton of exported goods, while the circulation will be provided by ice breakers in China, not Russia.

Thus, Russia is rapidly losing the benefits of transit for the shortest route between Europe and Asia. After China, their ships will bypass Russia India and Singapore. Russia remains to obtain money from the accompanying activities of foreign vessels with pilotage icebreakers and support, not yet able to provide alternative routes highway between Europe and Asia.

It is well known that Russia remained with the same railway embankment since Stalin regime. If we were to compare the Northern Maritime Line with Trans-Siberian, then rail transit could be a profitable project for Russia.

However, how to place shipments on Trans-Siberian now show that this is not an attractive option for carriers. Reduced speed of movement of trains, regular supply problems, sending convoys, complicated customs procedures, all affect performance and speed through Trans-Siberian. Therefore, the railroad is not ready to become a transit route between Europe and Asia.

On March 18, 2013, it was announced that the Russian government ordered the creation of the Administration for the North Sea, which will be under the control of the Federal Agency for maritime and river transport (Rosmorreciflot).

The main objectives of the new administration are organizing chartering vessels on this route, safe navigation and protection of the marine environment from pollution from ships. In 2012, the northern route, were transported approximately 4 million tons of cargo, of which 1.2 million tons was transit cargo.

The main actors on the northern route could become Chinese, who have announced plans development sensational so-called polar possessions of the Soviet Union.

In terms of melting Arctic ice shield, given that accelerates the discovery of new sea routes and new mineral resources, China is trying to occupy a strong position in the region. Wanting to expand their influence in the region, China is pushing to get permanent observer status in the Arctic Council, consisting of the 8 countries: Canada, Denmark, Finland, Iceland, Norway, Russia, Sweden, and the United States.

Icebreaker "Syuelun" (Snow Dragon) was the first ship in China, which passed the North Sea Route in 2012. The Snow Dragon animated voyage strong maritime shipping in the Arctic means Chinese. Rute economy time and money to China, the world's second largest economy after the US. Compared to the route through the Suez Canal, North sea allow shortening the distance between Schanghai and Hamburg with 5200 miles.

Under Chinese term forecasts through 2020, the route will travel north 5 to 15% of China's export goods, especially those transported in containers. After the same predictions, 10% of China's foreign trade will reach 526 billion in 2020.

If the route will be prepared structurally, it will have enormous applications in 2012, went on Way North 46 ships, compared to 34 in 2011 and only 4 in 2010. The total value of goods transited the Arctic routes was 1, 26 million tons, 53% more than in 2011, when the route passed 820,800 tons.

November terrestrial energy routes and the emergence of a new geopolitical vacuum, and North sea, announces flexible coveted by China, but especially essential reduction of dependence on the Straits of Malacca and avoid risk Escalante to be constantly kept in check by strategy US fencing.

China is dependent on imports of raw materials to maintain industrial production index, designed global markets sales. Reducing transport costs as a measure of efficiency of the production chain, and the mixture in the main international business, as a strategy of domination can be found on the agenda as a defining

element of its foreign interests. The emergence of global power status and hegemonic aspirations of China, is a known reason for concern for Western governments.

Currently Malacca Strait symbolizes both the main force of China's energy and the main passage between the Pacific and the Indian Ocean through which they take significant volumes of merchandise momentum. Fierce competition for domination of the straits itself attract major strategic actions in securing the interests of regional supremacy. This geopolitical game is conducted with US and India in unison. During these actions avant-garde, three powers courting key ports across Indochina through efforts designed to weaken the opposition forces and to attract new allies on their side. Indochina maritime territory surrounding subservient three powerful forces of influence is an area retraces the geopolitically volatile.

Of particular interest is manifest and Japan, bordering the East China Sea and the Pacific Ocean and close to the US Russian Federation by the Bering Strait. Japan aims to not be avoided by future geopolitical trends and by central authorities want more active involvement by which to realize their strategic position.

On the other hand, Germany has identified a strong interest in commercial participation in the governance of this vast Arctic and thus maritime corridor. Those able to formulate foreign policies resort to international law, seeking to Removable that this complex is a common good of humanity, cannot come under the laws of any state auspices. Considering that is expected to intensify trade relations with China, Germany is neither a member of the UN Security Council nor the Arctic as council member, has thus every reason to support their interests in the face of Arctic states and approaching Federation Russian regional partner in the sustainable development of the area through delivery of specialized vessels and equipment. A pop of Germany despite Russian resistance would mean a revolution in its external relations.

Iceland has the potential to become a real foothold as Japan stands as a point which enables it to exploit its position at the crossroads of sea routes linking the North Sea with the Atlantic Ocean and the Arctic Ocean. The country already enjoys the attention of Germany, China and the US as investment attraction.

A profile updated shipping industry trend indicates that this activity sinusoidal caliber has come a postwar decades until repercussions during the current economic crisis. In other words, the shipping is a cyclical sector, vulnerable to fluctuations in the macroeconomic environment. From the perspective of economic cycles, periods of boom or growth phase

followed by adjustment known as stages, when the major indices such as trade flows and industrial production collapse Transportation affecting maritime operations. It is clear that shipping activity keeps a link directly proportional to international trade, not merely the expression of physical support port activities and Maritime Transportation.

The relationship between the financial and commercial shipping is yet a long and uninterrupted history. The traditional role of financing shipbuilding and commercial expeditions overseas have the completion of future repayment to creditors once the capital goods were converted into cash through sale. Risks voyages were very high, but the short time damping attraction of investments and profits, not discouraged lending companies. Note that this relationship was born and branch insurance industry and container transport is due to the marketing of goods with high added value.

According to statistics specialist site Clarkson Research, the 2002-2013 business cycle, significant increases in maritime trade flow were recorded on the following segments: ferrous transport 8.7%, 8.4% LPG containers 7 8% 4.5% carbon. In the year 2012, world imports chart shows China's dominance in terms of total volume calculated in tons to 1.8 million increasing by 49% over the previous year, Europe 2 million tons, up by 7%, North America 700 million less than 3% and the Asia 2.7 billion tons by 19% more than the previous year (excluding China). In the period 1951-1960 the average growth percentage was 8.3%. and in the next decade has increased to 9.1%. The increase in the range 1971-1980 saw a more severe adjustment of 3.5%. In the next decade the trend was maintained throughout the timid growth of 2.2%.

In terms of the evolution of commercial maritime sector in 2013, total orders for the construction of new vessels reached 163 billion USD. Most investments in the shipyards were targeted type bulk vessels 31.3%, the container and tankers \$ 21.4 16%. From 1996 to 2013, reporting to our mass index, "gross register tonnage" commercial world fleet has doubled to a total of 1.098 billion tons, numbering no less than 87,500 ships undergoing commercial voyages in different pavilions. 2018 is projected to total fleet of 100,000 ships.

Retrospectively in 2012 were established shipbuilding contracts that totaled approximately 23 million gross tons, according to Danish specialty publication Danmarks Skibskredit, down 30% from the previous year. Total Orders underwent sharp contraction of 20% since 2007 over 18 consecutive months.

In the reference year 2013 considering that regarding the origin of the total world fleet, 29,945 ships are assigned Europe, Asia Pacific and 36 308 North

America 8982 ships. The top four global ship owners from Greece, which holds pots 4673, Japan 8600, China 6236 and Germany 4316 vessels.

It remains to be seen how these trends will influence and interstate cooperation between key stakeholders future of this route. In the medium term Russia is the main administrator of the secure section of the frozen north and is likely to promote prudent but in effect liberalized this corridor.

Under "Federal Law on territorial seas and contingent areas of the Russian Federation" North sea treasure belongs to Russia. Referring to the law and additions to, all ships must ask permission passage Way North. National law requires the court to disallow a possible pollution. In addition, ships must be accompanied by icebreakers and ships flying. It is understood a fee. The entire route is already covered by a network of control stations and correction, allowing to track goods throughout the route. This route will be equipped with the necessary infrastructure, which will make the route more attractive to carriers. It is currently building repair and rescue centers which will ensure the safety of shipping on the sea lanes follow the North.

### Conclusions

North Sea has potential and logic consequences for navigation, because traditional shipping routes between Europe and Asia are saturated, with no possibility of growth. There is expected a global economic growth cycle and increase in shipping volumes. There are provided good perspectives for this difficult route, but the highest risk of these perspectives could be political, the trend of exclusive control.

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