



MARITIME EDUCATION MARITIME POLICY MARITIME NATION

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TECNOLÓGICA
DEL PERÚ

There are three types of people: the living, the dead,
and the seafarers.



Anacarsis, philosopher from the 6th century BC

Maritime Education

All the countries in the world have a general educational plan adjusted to their national objectives, but for the coastal nations it is fundamental to include the sea and the maritime interests in that plan.

What Maritime Nation is?

Criteria?

N° of merchant ships / Tonnage

Number of Maritime Faculty

N° of International Convention ratified

UNCLOS

Maritime Labor Convention – MLC 2006

Number of seafarers

Investigation (papers) on maritime field

N° of IMO International Convention ratified

% of maritime trade

Fishing Fleet

Port and Cargo/TEUS handled per year



THE LEADING MARITIME NATIONS OF THE WORLD 2018



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What Maritime Nation is?

Maritime Power

Coastal State not synonymous with
Maritime Nation

Maritime Interests

Merchant Marine

Ports and Maritime Terminals

International Trade

Fishing Fleet and Support Installations

Shipbuilding Industry

Scientific Vessels and infrastructure

Seabed Exploration

Recreational Maritime Organizations

**Maritime
Education**

The Maritime Interests, even with their well-known benefits, do not get the natural man's attention. Why?



This explains why nation's leaders do not have adequate programs in order to get **maritime conscience**.

Man develops his day to day functions on land and the maritime interests are seen as a far image.

In November 2012, then president Hu Jintao declared that China's objective was to become a **maritime power**.

Improving the strategy in its navy, coast guard, merchant marine, shipbuilding, fishing industries port and logistic.

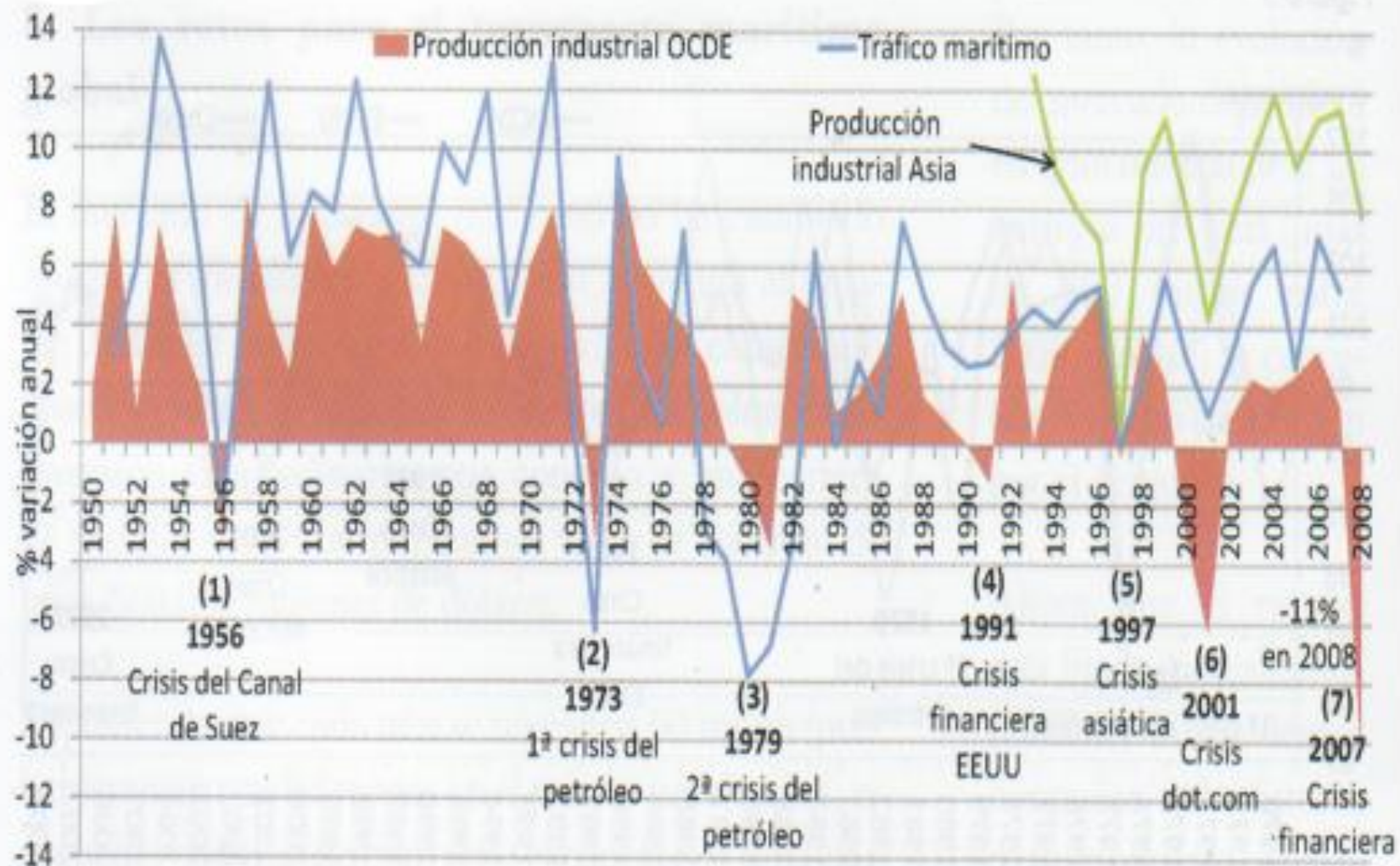


Review of curriculum of
foreign trade,
international business-
related careers at Perú.

141

Universidades

Ciclo de Producción Industrial OCDE durante los últimos 50 años



...which is not reflected in the curriculum of foreign trade and international business-related careers at Perú.

Really, are we a maritime nation?

DIARIO OFICIAL DEL BICENTENARIO

El Peruano

FUNDADO EL 22 DE OCTUBRE DE 1825 POR EL LIBERTADOR SIMÓN BOLÍVAR

Enviar a un amigo  Descargar Contenido en 

1
 Me gusta
Compartir

Decreto Supremo que conforma la Comisión Multisectorial de la Acción del Estado en el Ámbito Marítimo (COMAEM)

DECRETO SUPREMO N° 118-2017-PCM

EL PRESIDENTE DE LA REPÚBLICA

CONSIDERANDO:

Que, en nuestro país el marco legal de los intereses marítimos se sustenta en la Constitución Política del Perú, de acuerdo a sus artículos 44 y 54 al señalar como deber del Estado promover el bienestar general mediante el desarrollo integral y equilibrado de la Nación, así como establecer y ejecutar una política de fronteras promoviendo la integración y el desarrollo de las zonas fronterizas, y ejercer soberanía y jurisdicción nacional, en su dominio marítimo, sin perjuicio de las libertades de comunicación internacional, de acuerdo con la ley y con los tratados ratificados por el Estado, respecto del mar adyacente a sus costas, su lecho y subsuelo, hasta la distancia de doscientas millas marinas medidas desde las líneas de base;

Que, nuestro territorio se caracteriza por contar con espacios singulares como es el Ámbito Marítimo, de gran importancia estratégica por contar con ingentes recursos naturales, renovables y no renovables, que son patrimonio de la Nación y sobre los cuales el Estado, de conformidad al capítulo II "Del Ambiente y Recursos Naturales", del título III "Del Régimen Económico" de la Constitución Política del Perú, ejerce su soberanía en su aprovechamiento, promoción de su uso y sostenibilidad, respectivamente;

Que, los artículos 2, 3, 4, 11 y 28 de la Ley N° 26821, Ley Orgánica para el aprovechamiento sostenible de los Recursos Naturales, dispone la regulación del aprovechamiento sostenible de los recursos naturales, renovables y no renovables, estableciendo un marco adecuado para el fomento de la inversión, procurando un

National Objectives

National Policy

Economical Policy

Education Policy

Maritime Policy

Port related Policy

Port Development National Plan

Logistic National Plan

Maritime Education

The ship as base of maritime education



Continue only if the time is not
over...

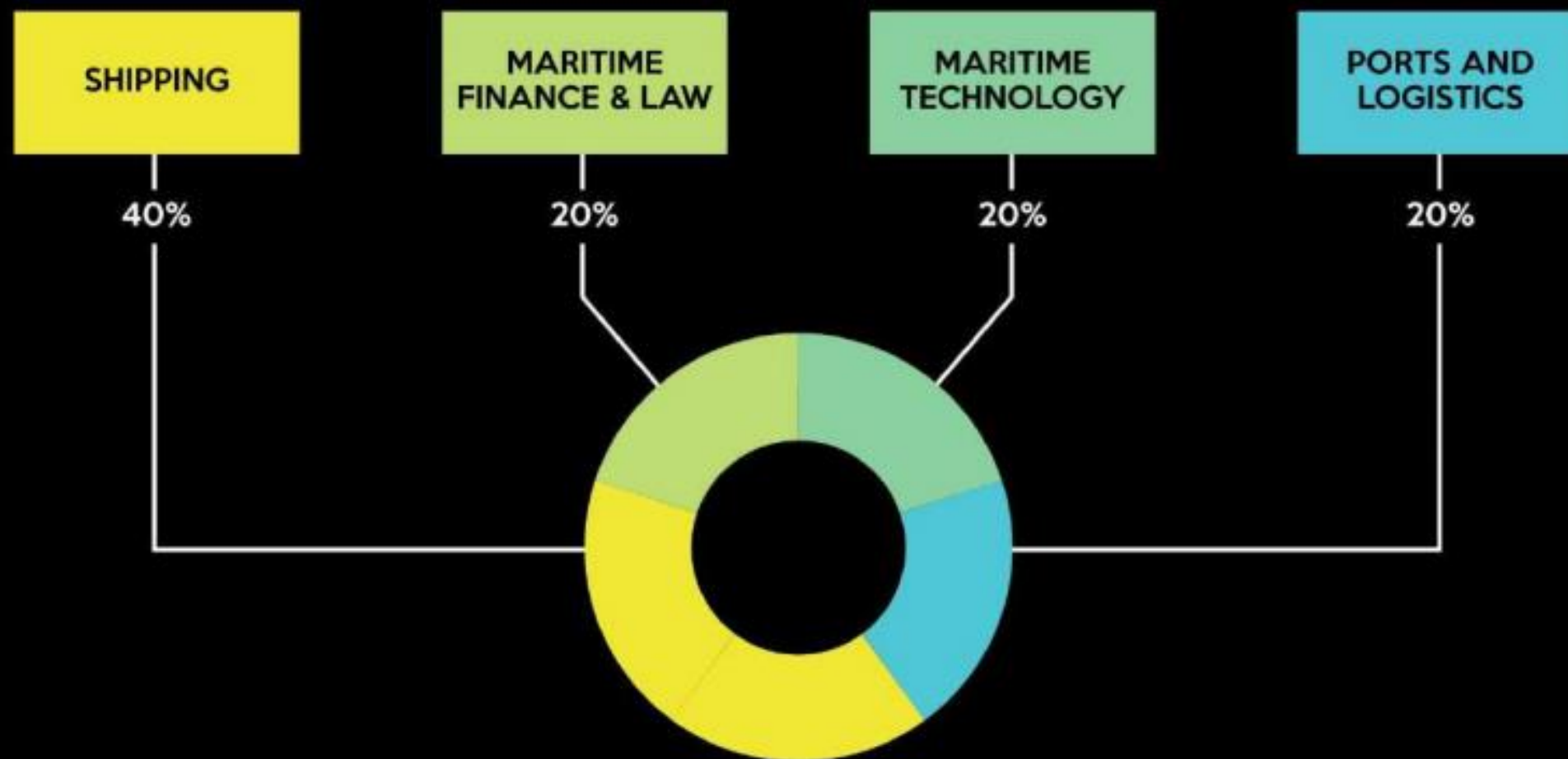


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FOUR PILLARS – SHIPPING HIGHEST WEIGHT



The 30 nations were ranked by size and magnitude on all four key maritime pillars and their sub-groups. Shipping, being the main engine of the entire maritime industry, was given a higher weighting in the calculations.

FOUR PILLARS – 24 INDICATORS

SHIPPING

FLEET SIZE - MANAGEMENT

FLEET SIZE BY OWNER COUNTRY

FLEET VALUE

IMO-IMPORTANCE

MARITIME FINANCE & LAW

LEGAL EXPERTISE

INSURANCE PREMIUM

LOAN ARRANGERS

SHIPPING PORTFOLIO

TRANSPARENCY AND CORRUPTION

MARKET SOPHISTICATION

STOCK EXCHANGE SIZE

MARITIME TECHNOLOGY

SHIPYARDS

CLASSIFIED FLEET

MARINE SUPPLY

R&D INDEX

ICT INDEX

KNOWLEDGE CREATION

PORTS AND LOGISTICS

PORT HANDLING - TEU

TOTAL CARGO HANDLED

PORT OPERATORS - HQ

CRUISE PORTS BY PASSENGERS

PORT CONNECTIVITY INDEX

LOGISTICS PERFORMANCE INDEX

BURDEN OF CUSTOMS PROCEDURE

The 30 selected nations were assessed based on objective indicators ONLY

PILLAR	OBJECTIVE INDICATOR	DESCRIPTION	SOURCE
SHIPPING 40%	1. Fleet size - management	CGT and GT by management nationality of the fleet	Clarkson
	2. Fleet size by owner country	CGT by ship-owners registered in country	Clarkson
	3. Fleet value (current and orderbook) by owner country	Aggregated value of current fleet and orderbook based on owner nationality	Clarkson/Menon
	4. IMO importance	Combination of Share of world fleet (CGT) registered with Flag State and position in IMO's Executive Council	Clarkson
MARITIME FINANCE & LAW 20%	1. Number of maritime legal experts & legal companies	Legal expertise on country level in terms of number of legal experts and shipping law firms in Score-tab.	Who's Who Legal & World Shipping Register
	2. Insurance premiums	Collected insurance premiums on aggregate nation level, including hull, cargo, P&I, marine liability and offshore energy	The International Union of Marine Insurance (IUMI) and CIBR
	3. Maritime syndicate loan arranger/bookrunner	The value of the loans is allocated to banks which function as the lead arranger or the bookrunner. The value is allocated to cities based on banks' functional maritime headquarter. Reported values are aggregate of bookrunner and lead arranger.	Dealogic
	4. Shipping portfolio	Existing shipping portfolio of top 40 shipping banks	Petrofin Research
	5. Transparency and corruption	The Corruption Perception Index measures the perceived level of public sector corruption.	Transparency International
	6. Market sophistication	Sub-index of the Global Innovation Index aimed towards market sophistications in credit, investment, trade, competition and market scale	Cornell University, INSEAD, and the World Intellectual Property Organization
	7. Amount traded on stock exchanges at country level	Amount traded of IPO/bonds/follow-ons of companies in maritime sectors at stock exchanges. Amount traded is aggregated to national level after location of stock exchanges.	Clarkson
MARITIME TECHNOLOGY 20%	1. Shipyards	Measure of impact of shipyards on a country level in terms of CGT delivery in 2016-2017 and value of their orderbook in 2018.	Clarkson and https://www.cruiseindustrynews.com/cruise-news/cruise-ship-orderbook.html
	2. Classified fleet	Size of fleet classified by classification society.	Clarkson
	3. Production value of marine equipment and export share	Production of maritime equipment and corresponding export value in Score-tab.	TC Balance & Menon
	4. R&D index	Sub-index of the Global Innovation Index aimed towards sophistication in research and development. Input factor.	Cornell University, INSEAD, and the World Intellectual Property Organization
	5. ICT index	Sub-index of the Global Innovation Index aimed towards sophistication in ICTs.	Cornell University, INSEAD, and the World Intellectual Property Organization
	6. Knowledge creation as of patents, publications, PCT's etc.	Sub-index of the Global Innovation Index aimed towards knowledge creation. Output factor.	Cornell University, INSEAD, and the World Intellectual Property Organization
PORTS AND LOGISTICS 20%	1. Port handling – TEU	Volume (TEU) handled in ports by nations in total	UNCTAD
	2. Total cargo handled	Data not available	The American Association of Port Authorities
	3. Port operators –HQ	Volume (TEU) throughput handled by port operator with HQ in city, then allocated to corresponding country.	Drewry
	4. List of busiest cruise ports by passengers	Number of cruise passengers at leading cruise ports. Numbers aggregated for each country.	Menon research - based on port statistics
	5. Port connectivity Index (PCI)	PCI is generated from five components: (a) the number of ships; (b) the total container-carrying capacity of those ships; (c) the maximum vessel size; (d) the number of services; and (e) the number of companies that deploy container ships on services from and to a country's ports	UNCTAD
	6. Logistics Performance Index (LPI)	Ranking of top 160 countries in trade logistics generated by six components: (a) Customs; (b) Infrastructure; (c) International shipments; (d) Logistics competence; (e) Tracking & tracing; and (f) Timeliness.	World Bank
	7. Burden of Customs Procedure	The Burden of Customs Procedure Index measures business executives' perceptions of their country's efficiency of customs procedures.	World Bank



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SHIPPING

1. CHINA

2. GREECE

3. JAPAN

4. USA

5. GERMANY



MARITIME FINANCE & LAW

1. USA

2. NORWAY

3. UK

4. CHINA

5. JAPAN



MARITIME TECHNOLOGY

1. SOUTH KOREA
2. JAPAN
3. CHINA
4. GERMANY
5. USA



PORTS & LOGISTICS

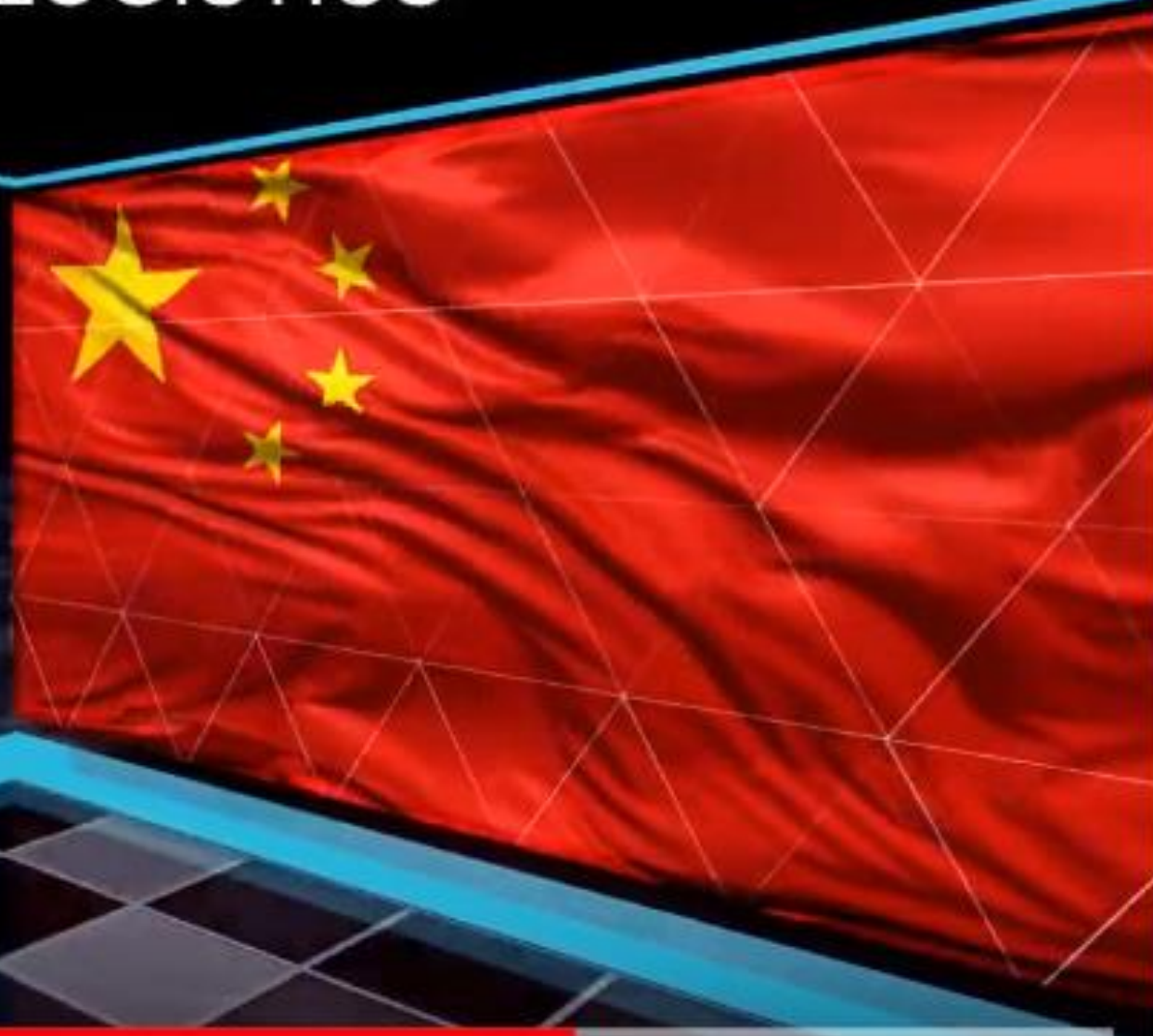
1. CHINA

2. USA

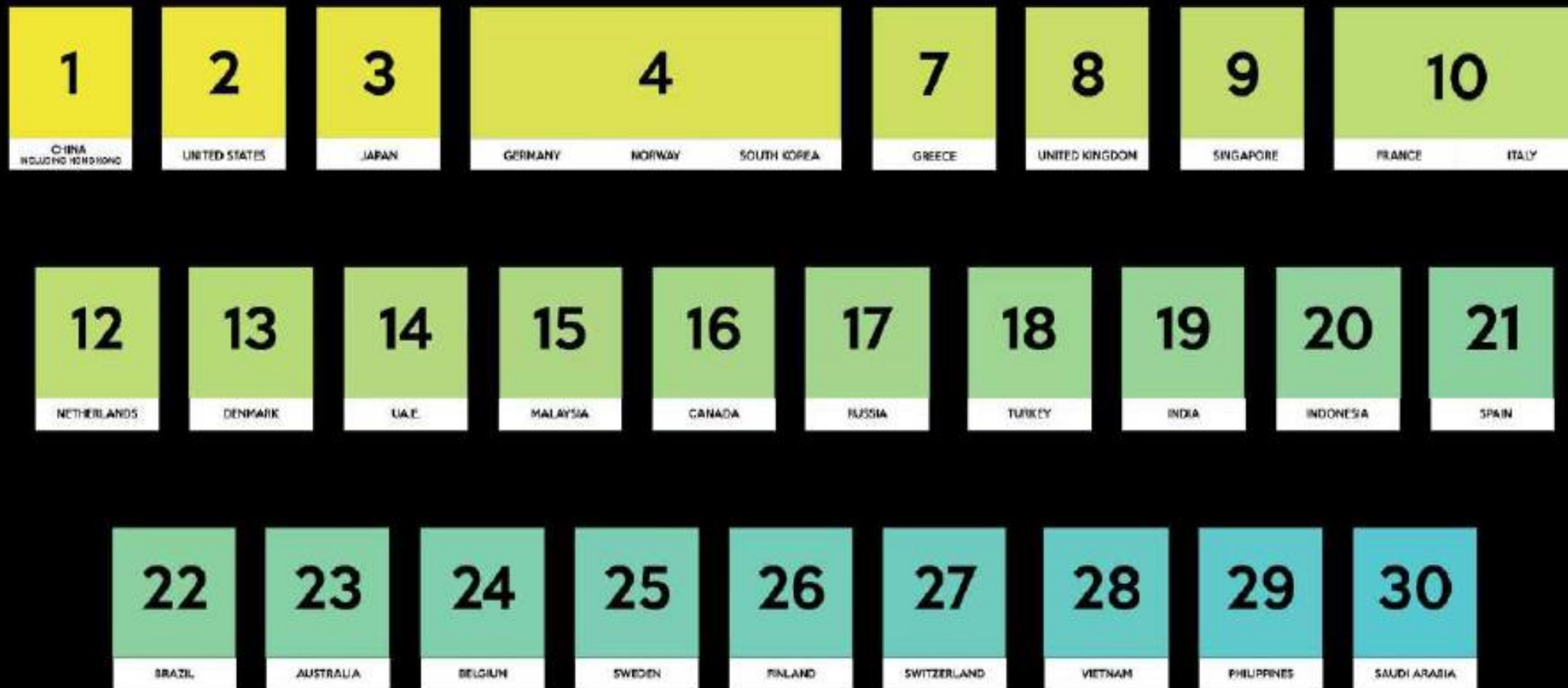
3. SINGAPORE

4. U.A.E.

5. GERMANY



TOTAL RANKING OF THE 30 BENCHMARKED MARITIME NATIONS



THANKS