“Happy” video

- 3 minutes
- https://www.youtube.com/watch?v=tpDXfs6I1Ck

CAL MARITIME

Major in Global Studies & Maritime Affairs

CAL MARITIME

WE WARMLY WELCOME YOU!

Dr. Ryan Wade
Dr. Dianne Meredith
Dr. Kate Sammler
Dr. Donna Nincic
Ms. Jennifer Metz

Department Chair, Dr. Assis Malaquias

Dr. Assis Malaquias

- Strategy; Security; War; International Politics
- Formerly with National Defense University

Dr. Ryan Wade

- Maritime Policy
- International Studies Director
- Geopolitics of Energy, wind energy program

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Dr. Dianne Meredith

- China and Southeast Asia
- Indian Ocean Rim
- Cross-Cultural Competence
- International Migration

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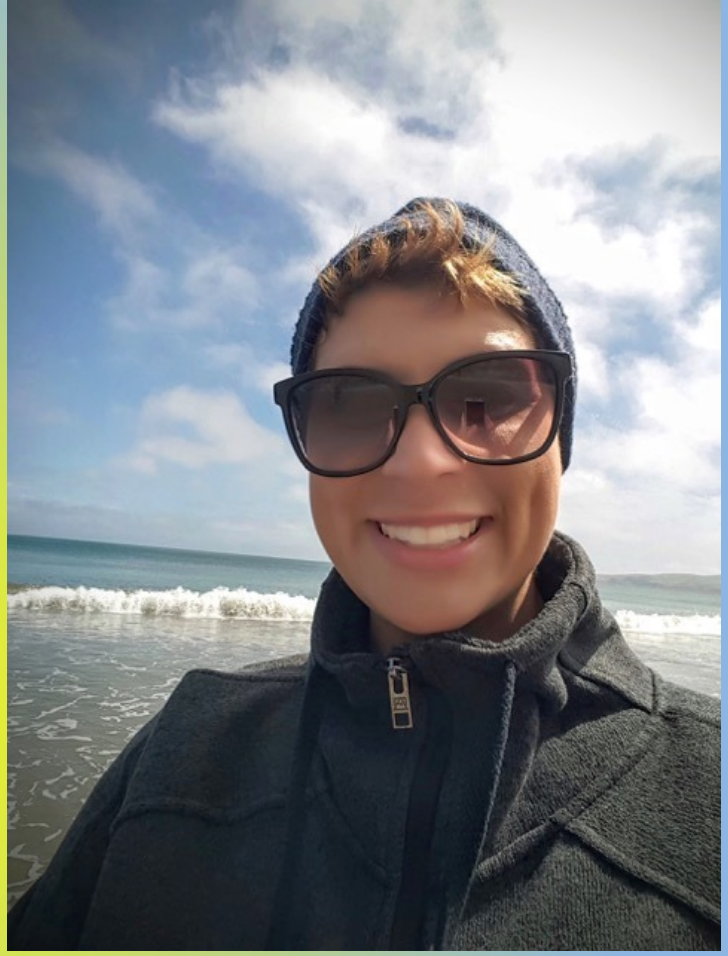
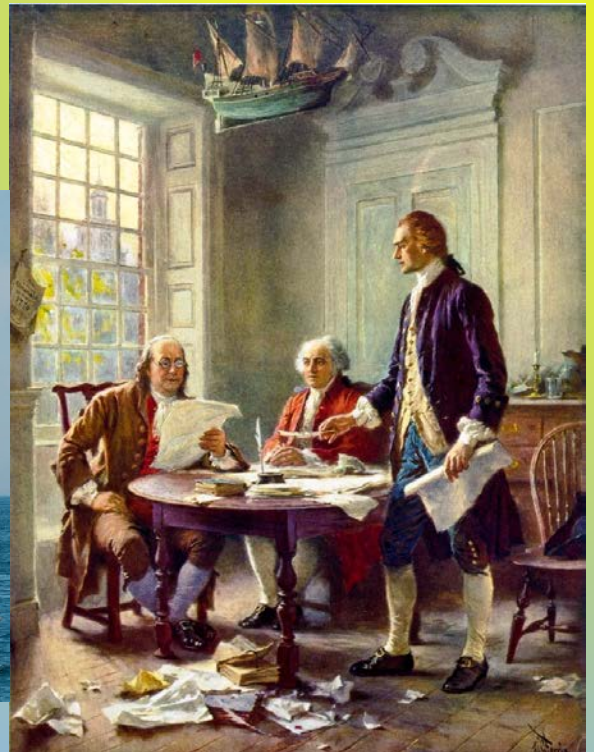
Dr. Katherine Sammler

- Ocean Environment
- Ocean Politics
- Geographic Information Systems (GIS)
- Pacific Ocean Studies

Ms. Jennifer Metz

- Maritime History
- American Institutions
- U.S. History & Government





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Dr. Donna Nincic

- Professor Emeritus
- Online classes:
  - Maritime Security
  - Polar Politics
  - Senior Thesis

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A few facts…

- GSMA is the only undergraduate major of its kind in the United States

- Some of our courses are offered only at CMA – and nowhere else

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As a GSMA student, what will you study?

- All of the General Education (G.E.) classes required by any California State University
  - Math, science, writing, etc.
- Core GSMA courses in maritime affairs
- Elective GSMA courses that will allow you to branch out into your special interest areas
- Focus Areas in Ocean Environment or Maritime Security

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GSMA Core Courses include:

- Ocean Politics
- International Relations
- Comparative Politics
- Foreign Language
- Political Geography
- Maritime Organizations
- U.S. Maritime Policy
- U.S. Maritime History
- U.S. Foreign Policy
- Globalization of Culture
- Maritime Security
- Ethics

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GSMA Electives include:

- China & Its Neighbors
- Indian Ocean Rim
- Maritime California
- Geopolitics of Energy
- Marine Spatial Planning
- Geographic Information Systems (GIS) Mapping
- Environmental Policy
- International Migration
- Polar Politics
- International Law
- Citizen Science
- And many more!

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Senior Thesis Research Projects

- You choose your own focus area!
- Senior Capstone Thesis
- Poster Presentation of Thesis Findings
- Some examples on the next slides…….

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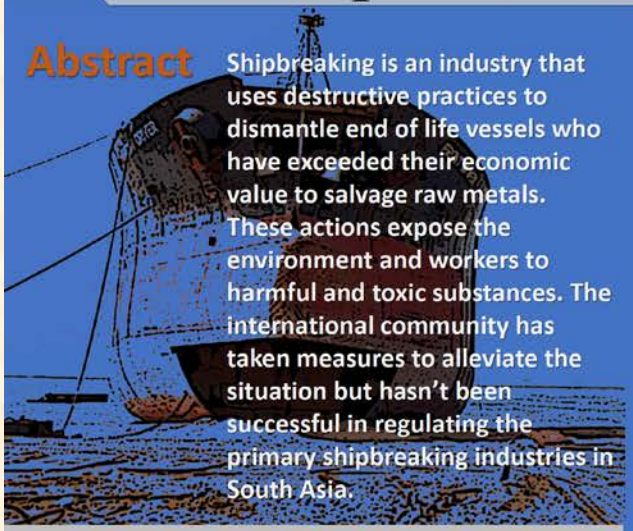
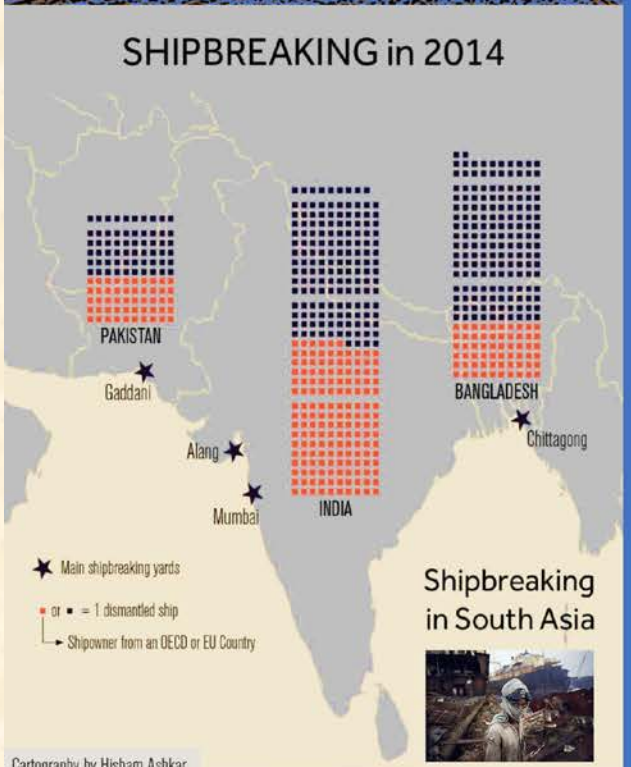
Consequences of Shipbreaking in the Indian Ocean Realm

DYLAN COOK

Abstract

Shipbreaking is an industry that uses destructive practices to dismantle end of life vessels who have exceeded their economic value to salvage raw metals. These actions expose the environment and workers to harmful and toxic substances. The international community has taken measures to alleviate the situation but hasn't been successful in regulating the primary shipbreaking industries in South Asia.





Ship Recycling Definition

- By definition, shipbreaking is a type of ship disposal involving the breaking up of ships for either a source of parts, which can be sold for re-use, or for the extraction of raw materials, chiefly scrap

Case Study Locations

Chittagong, Bangladesh
Alang, India
Gadani, Pakistan

Issues

- Lack of Domestic enforcement and International policies
- Extreme Environmental Damage
- Worker Safety (equipment & training) and Health
- Child Labor

Types of Pollutants

- Polychlorinated Biphenyls (PCBs)
- Persistent Organic Pollutants (POPs)
- Heavy Metals (e.g. lead, mercury, iron, etc.)
- Asbestos
- Residual Oil

The Hong Kong Convention

- This Convention focuses on the Safe and Environmentally Sound Management of Recycling Ships which was adopted in 2009
- For the Convention to enter into force it needs at least 15 ratifying members along with a representation of a Gross Tonnage (GT) of 40%
- Currently, there are only 6 ratifying members and a GT of 21.23%; Therefore, the Convention hasn't impacted the Shipbreaking Industry

Hong Kong Convention Signatories

Gross Tonnage Currently

21.23%

40.00%

Gross Tonnage Needed

Current Ratifying Members

6

15

Ratifying Members Needed

-Brandon Lum -

Catastrophic Blackout: California Ports and National Security

Abstract

With rising threats from naturally occurring events and human caused attacks, California's ports are a critical piece of infrastructure that must be protected at all times. In order to operate these ports rely on systems and networks. Electricity is the most important critical node that drives port operations. Without electricity, California's ports will be dormant and the U.S. border would open a weakness that can be exploited by threat actors. These actors may have the intent and capability to exploit that weakness. If and when the grid does fail, the incorporation of continuity of operations for California's ports and the maritime domain will be imperative for security and economic prosperity.

Critical Dependency

- Ports and its critical infrastructure (CI) depend on electricity
- Without electricity CI would be dormant and port operations would cease

Impacts without Electricity

- Negative economic impacts to California, U.S. and worldwide
- Vessel movement to other ports that have full operations
  - Ports experience an overload of cargo to move
- National security concerns
  - Vulnerable boarder
  - Increase of illegal goods and drugs
  - Illegal migrants and human trafficking
  - Smuggling of WMD

Threats to the Grid

Natural Disasters

Massive earthquake
Intense heat wave
Solar Flare

Human Caused

Physical Attack
Electromagnetic Pulse (EMP)
Cyber Threats: Hacking

Continuity of Operations

Recommendations during blackout

Securing the ocean border
- USN Pacific Fleet
- USCG
- Port Security Units
- International assistance

Restoring Power
- USN fleet assets generate shore side
- Allows imports of resources, aid National Interest

STATE POWER GRABS HEAT UP THE MELTING ARCTIC

Tania Whittington – California Maritime Academy

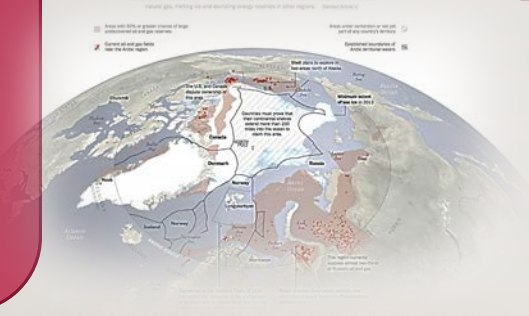
Polar Claims

1926
Russia becomes the first government to officially claim the North Pole as part of its territory.
2002
Russia submits North Pole claim, which is rejected due to a lack of evidence.
2014
Denmark submits a detailed claim of the North Pole.
2015
Russia re-submits claim of North Pole with scientific evidence.
2016
Canada announces its intention to submit claims of the North Pole by 2018.

Abstract

The Arctic is a vast and changing region. Climate change is affecting the availability of many sectors in the Arctic and opening the door for state actors to approve the implementation of industrial resource development, as well as commercial shipping lanes. This thesis seeks to bring territorial claims from states in the Arctic into a singular compilation from the Russian perspective. Finally, this thesis recommends a proposed solution to disputed territory in the Arctic after a thorough analysis of the policies presented throughout the thesis.

The area around the North Pole remains international waters until the United Nation rules on Arctic claims.



The location of oil and natural gas reserves are shown as orange dots. Arctic fisheries are represented in dark blue.

By Paddy Allen and Jenny Ridley
The Guardian, 2011

Industry

- Up to 20% of hydrocarbon resources on the earth are located in the Arctic, most near fishing grounds
- Shipping lanes in the Arctic significantly decrease shipping time from Asia to Europe and the Eastern United States
- Some routes are already being used for commercial traffic

Russia

- Fortifying Arctic bases
- Negotiating boundary disputes
- Increasing ship tracking abilities
- Investing more in Search and Rescue
- Introduced a new class of ice breakers

The map above creates a visual of Russia's extensive Arctic presence, including oil and gas developments in the Arctic.

This chart from the Arctic Council shows projected levels of sea ice over the next 70 years.

Climate Change

- The Arctic will be nearly ice free and navigable by an ice breaker by 2040.
- Arctic sea ice pack is currently the lowest it has ever been
- Relatively little is known about what will happen to the environment when the Arctic ice pack is gone

Policy Recommendations

It is recommended that states with disputes meet to resolve issues within the next 7-10 years instead of waiting for a United Nations decision on boundary disputes. This will allow states to begin negotiations for regional agreements on environmental, industrial, and commercial shipping issues before the Arctic becomes widely accessible.

IS BREXIT HARMFUL TO UK MARITIME POLICY?

CAMERON J. LEAHY, 1/C
GLOBAL STUDIES & MARITIME AFFAIRS
CALIFORNIA STATE UNIVERSITY MARITIME ACADEMY

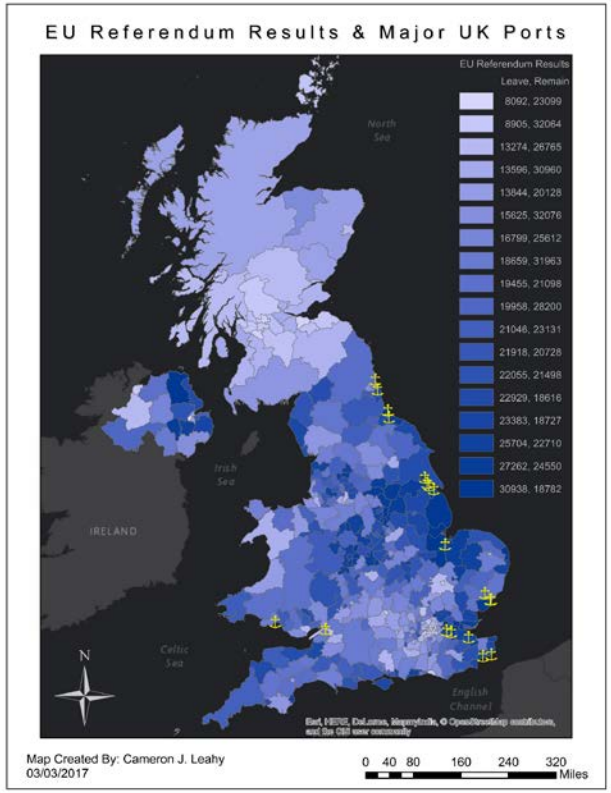
ABSTRACT

The international community was shocked by the United Kingdom's recent vote to secede from the European Union. Although the UK pondered the idea of leaving the EU for many years, the proposal became official on June 23rd, 2016. There is no doubt that the future implications of this decision remain unclear. Many British politicians warned the people of the United Kingdom of the challenges that a "yes" vote would present. To the contrary, some UK politicians promoted the high level of uncertainty regarding secession as a source of excitement and motivation. As the UK continues to negotiate with the EU, and other world partners, regarding the details of implementing the British-exit (Brexit) decision, many people question the effects that this will have on key policy areas. One key policy area is the UK's maritime sector and industry. Understanding the effects of Brexit on maritime security, trade/shipping, marine environmental policy, and marine insurance provides for greater insight regarding the extreme vulnerability of the United Kingdom's economic, national defense, and environmental interests.

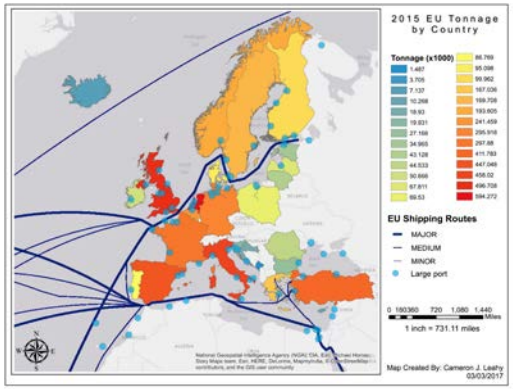
DOMINANT THEMES

- European Economic Area (EEA)
  - EEA membership guarantees access to single EU market
  - European Union could deny continued UK membership to the EEA
  - UK would be bound to many existing EU laws if it remains an EEA member
- Reduced access to single EU market
  - Access to single EU market affects all UK maritime policy areas
  - Without access to single EU market, UK would lose major advantage within the international trade community.
- Brexit decision was uninformed and premature.
- UK domestic policy completely unregulated without EU oversight.
- Parallels with current political climate in the United States.

MAJOR PORTS VOTE TO LEAVE EU



UK VITAL TO EU TRADE



This map demonstrates that the UK ranks #2 in total EU tonnage, second only to the Netherlands.

TRADE & SHIPPING SECTOR

- Trade tariffs and other taxes will climb post-Brexit for shipping companies wishing to do business in UK ports.
- Trade agreements
  - UK no longer member of EU trade agreements.
  - Entirely new trade deals must be negotiated with EU and non-EU nations. Very time consuming and difficult.
  - UK may be faced with penalties for seceding from EU trade agreements.
- UK flag of convenience not so convenient post-Brexit
  - If access to single EU market is eliminated, foreign shippers will look elsewhere for flagging.
  - Revenue resulting from UK flagging will decline and likely stress UK port funding.

THE MARINE ENVIRONMENT

- UK benefits from vast network of over 200 EU environmental laws.
- Great potential for marine environment to be forgotten with rise in nationalist movement in the UK.
- UK may be bound to EU environmental law as prerequisite to EEA membership.

Only 29% of existing Marine Environmental Regulations will remain in affect for the UK post-Brexit.

MARINE INSURANCE

- Major marine insurance corporations forming subsidiaries within remaining EU nations.
  - i.e. Lloyd's of London exploring Dublin and Brussels as new hubs.
- Ability for marine insurers to provide "passporting" services to clients will be eliminated if EEA membership is denied.
  - "Passporting" is the ability to do business with any EU nation without needing special permits or authorization.
- Marine insurance-associated business will likely leave UK if major marine insurers create subsidiaries.

MARSEC & IMMIGRATION

- Defense spending will likely drop as a result of Brexit, including Maritime Security efforts.
- Illegal maritime migration increasing daily.
- 3 Security Cutters for 7,700 miles of coastline. Not enough!
- Possibility of Scottish secession from the UK
  - Scotland values participation within the EU.
  - Key strategic naval assets located in Scotland that would have to be relocated.

LOST IN TRANSLATION

IMPACT OF MULTICULTURAL CREWS ON SAFETY IN THE SHIPPING INDUSTRY

DAIJA DANIELS

Costa Concordia:

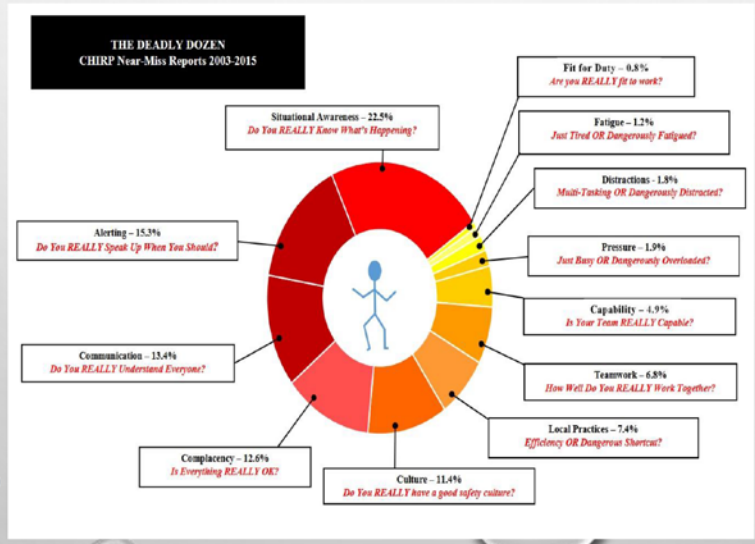
This image shows an accident that happened due to safety and communication.

Abstract

Todays shipping industry is operated by multicultural and multilingual crews. As a result there are miscommunication, communication constraints, alienation and discrimination due to race, culture and religion differences, that cannot be avoided. These challenges lead to consequences leading to serious safety risks. Both Maritime academies and the shipping world should implement culture classes.

Problem: Cultural Practices

- Seafarers' training depends on the country that they came from
- Different nationalities have different perception. Including time and punctuality
- They Interpret hierarchy differently
- Interpretation of verbal commands and their responses are often very different



The deadly dozen- a diagram showing analysis of the breakdown of the twelve factors by near miss reports submitted to CHIRP Maritime.

Problem: Social Context of Language

Recent emphasis in mariner education focuses only on vocabulary and grammar. This omits other important aspects of communication:

- Speech rhythm
- Speed of delivery
- Nuances of body language
- Common rules of physical proximity

Recommendations:

- Maritime Academies should be pro-active and teach socio-cultural topics
- Shipping companies should provide short courses/training related to culture.
- Maritime instructors should develop their own cultural competencies related to the countries where maritime laborers originate.

Unique Global Opportunities

International Experience

3 week summer program

Various locations:

South Africa, Morocco, Brazil, Vietnam, Japan, China, Greece, Spain, Europe, New Zealand

Study Abroad

California State University International Programs

- United Kingdom
- Spain
- Germany
- South Africa
- Sweden

CAL MARITIME

International Experience, Vietnam

CAL MARITIME

International Experience, Vietnam

China

Japan

SR

Learning Cross-Cultural Competence

We also provide *Real* Internships

Past Internships have included:

- Panetta Institute, Washington D.C.
- Mystic Seaport
- NOAA
- FBI and Secret Service
- US Ports
- US Coast Guard
- Shipping Companies
- Pacific Maritime Association
- State & Local Government

CAL MARITIME

Career Fairs are held each semester

CAL MARITIME

CAL MARITIME

Where do our students go after graduation?

Both Public & Private Sector; Advanced Training & Grad School

- Military Sealift Command
- Environmental Technician
- Ship Agents
- Maritime Security Officer
- Management Development
- Human Resources-Ports
- Maritime Professionals in varied companies

- Port Management
- Cruise Purchasing Agent
- Marine Field Rep
- Projects Coordinator
- Wildlife Technician
- Graduate School
- Officer Training-Military
- Law School

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We welcome you to join us next Fall!

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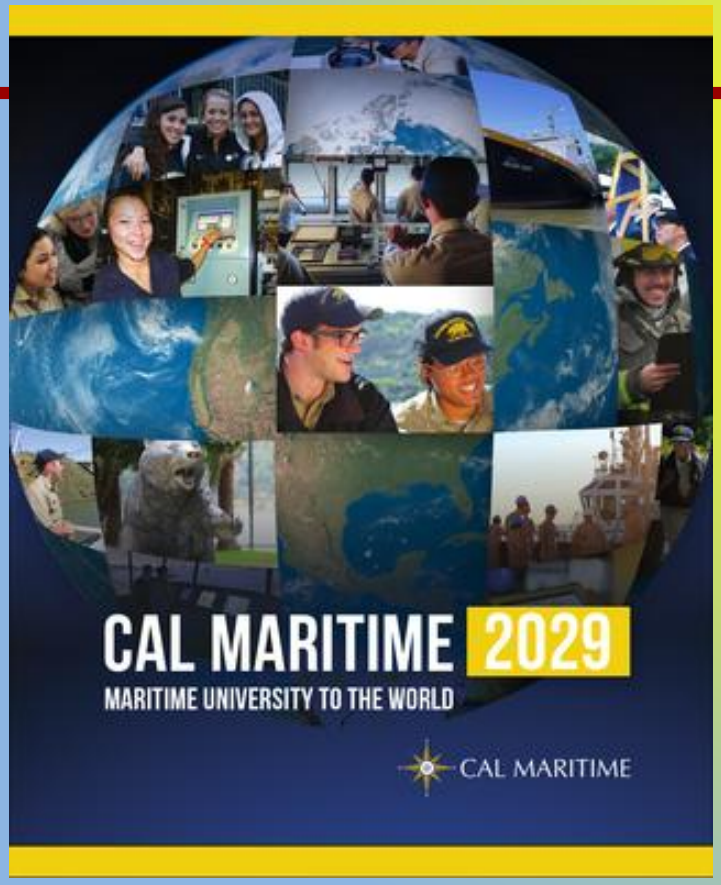

Any questions?

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