
20 November 2023

Call for papers on the special issue :Geopolitics and the geography of global shipping

The term Geopolitics is normally used to describe the national zones of interest, influence, or clash, which are constrained by geographical factors' impacts (Germond, 2015). The geopolitical risks have significantly affected the national economic development and supply chain security, including the maritime business and global logistics, and particularly for the strategic resources supply chain. It is widely recognized that the rising geopolitical tensions are threatening global shipping (e.g., UNCTAD, 2018; Baracuh, 2016; Khan et al., 2022).

Guest editors:

1) Prof Pengjun Zhao

School of Urban Planning and Design, Peking University, Shenzhen, China

pengjun.zhao@pku.edu.cn

2) Prof Hans-Dietrich Haasis

Faculty of Business Studies and Economic, The University of Bremen, Bremen, Germany

haasis@uni-bremen.de

3) Dr Cesar Ducruet

French Research Institute for Scientific Research, Paris-Nanterre, France

ntran@em-normandie.fr

4) Prof Mengzhu Zhang

School of Urban Planning and Design, Peking University, Shenzhen, China

mengzhu.zhang@pku.edu.cn

Special issue information:

The geopolitical events, tensions and risks affect global shipping in many ways. It is noted that geopolitical events, whether positive or negative, can affect the maritime shipping network, maritime trade pattern, global logistics performance, supply chain security, strategic resources price, maritime transport costs, etc. (e.g., Kotcharin and Maneenop, 2020; Hendricks and Singhal, 2005). In recent decades, many scholars and practitioners have a growing interest in the impact of



shipping, which has increasingly become a focus of the political agendas of the countries with a high resource import dependency (e.g., Khan et al., 2021, Dong and Kong, 2016). Global shipping plays a key role in these countries' industrial and manufacturing activities, for example, China, India and Japan (e.g., Umbach, 2010; Chien et al., 2020). Also, the resource-exporting countries, including Australia, Brazil, and Middle East, are faced with the geopolitical risk-induced uncertainties in the global shipping, which may disrupt the national economy (e.g., Abdel-Latif and El-Gamal, 2020; Salameh and Chedid, 2020).

Studies on the geopolitics-global shipping nexus thus can inform policies designed to secure the international resources trade and supply chain. The findings can provide implications with the maritime logistics, industry and trade companies, and other stakeholders to formulate appropriate and timely coping strategy to mitigate geopolitics-induced threats on the trade and logistics activities. In so far, studies have focused on the effects of geopolitics on natural resources shipping (e.g., Khan et al., 2021), shipping industry (e.g., Kotcharin and Maneenop, 2020), maritime security (e.g., Germond, 2015), China's maritime silk road initiative (e.g., Blanchard and Flint, 2017), shipping cost (e.g., Scarsi, 2009), and stock returns (Gkillas et al., 2018), etc.

However, some key gaps are yet to be filled. Firstly, most studies have taken the view of management, market, and economics (e.g., Khan et al., 2021; Kotcharin and Maneenop, 2020; Garlick, 2018; Palit, 2017), transport geography perspective has yet to be used to examine the effects of geopolitics on the global shipping. Secondly, the existing studies have mainly used panel data to analyze the historic geopolitics-maritime shipping nexus in the long-term (e.g., Suárez-de Vivero and Mateos, 2017). few studies have taken advantage of the big data approach (e.g., vessels AIS data) to deepen the understanding of the short-term and immediate effects of ongoing geopolitics (e.g., US-China trade war and Russia-Ukraine crisis) on the global shipping, which is more relevant to the present international, state and corporate governance. Thirdly, although the quantitative approaches have been employed to examine the relations between geopolitics and shipping (e.g., Sun et al., 2018; Aloui et al., 2018; Chen et al., 2016), few studies has gone beyond the statistical relation to delve into the mechanism of linking geopolitics, uncertainty and volatility in shipping, evolution of shipping networks, and other issues in shipping geography.

The term Geopolitics is normally used to describe the national zones of interest, influence, or clash, which are constrained by geographical factors' impacts (Germond, 2015). The geopolitical risks have significantly affected the national economic development and supply chain security, including the maritime business and global logistics, and particularly for the strategic resources supply chain. It is widely recognized that the rising geopolitical tensions are threatening global shipping (e.g., UNCTAD, 2018; Baracuhy, 2016; Khan et al., 2022).



an increase in the prices of global natural gas and oil according to the estimation of the international shipping executives and crewing agencies, crews from Russia and Ukraine make up 17% of the world's 1.9 million sailors, and affected by the the Russia-Ukraine crisis, at least 60,000 sailors are currently waiting at sea or at ports (Costas Paris, 2022).

Hence, geopolitics is an important factor for the performance and security of global logistics and shipping, which has increasingly become a focus of the political agendas of the countries with a high resource import dependency (e.g., Khan et al., 2021, Dong and Kong, 2016). Global shipping plays a key role in these countries' industrial and manufacturing activities, for example, China, India and Japan (e.g., Umbach, 2010; Chien et al., 2020). Also, the resource-exporting countries, including Australia, Brazil, and Middle East, are faced with the geopolitical risk-induced uncertainties in the global shipping, which may disrupt the national economy (e.g., Abdel-Latif and El-Gamal, 2020; Salameh and Chedid, 2020).

Studies on the geopolitics-global shipping nexus thus can inform policies designed to secure the international resources trade and supply chain. The findings can provide implications with the maritime logistics, industry and trade companies, and other stakeholders to formulate appropriate and timely coping strategy to mitigate geopolitics-induced threats on the trade and logistics activities. In so far, studies have focused on the effects of geopolitics on natural resources shipping (e.g., Khan et al., 2021), shipping industry (e.g., Kotcharin and Maneenop, 2020), maritime security (e.g., Germond, 2015), China's maritime silk road initiative (e.g., Blanchard and Flint, 2017), shipping cost (e.g., Scarsi, 2009), and stock returns (Gkillas et al., 2018), etc.

However, some key gaps are yet to be filled. Firstly, most studies have taken the view of management, market, and economics (e.g., Khan et al., 2021; Kotcharin and Maneenop, 2020; Garlick, 2018; Palit, 2017), transport geography perspective has yet to be used to examine the effects of geopolitics on the global shipping. Secondly, the existing studies have mainly used panel data to analyze the historic geopolitics-maritime shipping nexus in the long-term (e.g., Suárez-de Vivero and Mateos, 2017). few studies have taken advantage of the big data approach (e.g., vessels AIS data) to deepen the understanding of the short-term and immediate effects of ongoing geopolitics (e.g., US-China trade war and Russia-Ukraine crisis) on the global shipping, which is more relevant to the present international, state and corporate governance. Thirdly, although the quantitative approaches have been employed to examine the relations between geopolitics and shipping (e.g., Sun et al., 2018; Aloui et al., 2018; Chen et al., 2016), few studies has gone beyond the statistical relation to delve into the mechanism of linking geopolitics, uncertainty and volatility in shipping, evolution of shipping networks, and other issues in shipping geography.



- | Geopolitics and supply chain security
- | Geopolitics and maritime infrastructure
- | Territory development and shipping
- | Borderland spaces and shipping
- | China's belt and road initiatives and global shipping
- | Russia-Ukraine crisis and global shipping
- | US-China Trade war and global shipping

The introductory paper aims to develop a new research agenda for understanding the impact of geopolitics on global shipping. It is built upon a cross-fertilization of maritime transport geography, political geography, economic geography, supply chain and maritime research. Such interdisciplinary approach refreshes our knowledge about how the escalating geopolitics interacts with global shipping, bringing challenges to global development, especially the social stability and economic order structured by trade globalization.

Manuscript submission information:

Papers must be submitted electronically via the Journal of Transport Geography (JTRG) online submission system

Each author of the manuscript has to follow the journal's Guide for Authors. The journal's Guide for Authors on how to prepare a paper is available at <https://www.elsevier.com/journals/journal-of-transport-geography/0966-6923/guide-for-authors>

To ensure that all manuscripts are correctly identified for inclusion in the special issue, it is important to select “**VSI: Geopolitics and shipping**” when you reach the “Article Type” step in the submission process.

Learn more about the benefits of publishing in a special issue: <https://www.elsevier.com/authors/submit-your-paper/special-issues>

Submission deadline : 30 August 2024