

Preface and Acknowledgments

For those with better things to do than immerse themselves in the increasingly recycled waters of Twitter - believed to have passed 700 times through the kidneys of the website – the issue is this: at around midnight on Thursday, (Michael) Fabricant (UK Conservative MP) fired off a tweet in apparent reference to a Channel 4 News debate between the journalists and authors Jasmin Alibhai-Brown and Rod Liddle. He could never appear on a discussion programme with Ms Alibhai-Brown, Fabricant explained (presumably throwing countless telly researchers’ plans for Socratic dialogue into disarray). “I would either end up having a brain haemorrhage,” he continued, “or be punching her in the throat”.

Can I order the brain haemorrhage please? With a side of... but no. No. That was total self-abasement lies. While the knee-jerk response might be to come up with a version of Private Eye’s brilliant headline verdict on Rupert Murdoch’s diagnosis with prostate cancer some years ago – “Cancer has Murdoch” – the motivation for honking “Brain haemorrhage has a Michael Fabricant” should really have evaporated before you’d worked out where in haemorrhage that eye-catching double sits.

Marina Hyde, *The Guardian*, Saturday 21st June, 2014

This book examines the controversies that surround governance and policy-making in the light of globalisation and with specific reference to the most globalised of all industries—the maritime sector and international shipping in particular. It forms part two of a three-part consideration of the issues that underlie the problems faced by the maritime sector which are manifested in the death, injury, environmental degradation and inefficiency that characterises the industry. In turn, these can be represented as three dimensions.

Dimension 1 is the situation as it exists for maritime governance and policy-making and was considered in detail in the earlier volume—*Maritime Governance and Policy-Making* (Roe 2013). The impact of globalisation upon international shipping was analyzed and the inadequacies of the current hierarchical structure characterised by four features was assessed: the excessive significance still attributed to the nation-state in maritime governance; the domination of anachronistic institutions; the limited range of stakeholders; and the predominant influence of shipowners.

In this volume Dimension 2 focuses upon a fifth characteristic but one which is fundamental to good governance—the need to accommodate dynamic processes and flexibility in governance rather than the domination of stasis and form which

is currently the situation. Effective governance does not produce policies for fixed moments in time but allows for the changing industry at which it is directed—and nothing changes quite as much as the heavily globalised maritime sector.

Dimension 3 is something to look forward to in the final of the three volumes and will concentrate upon the need to understand the relationship that exists between policies and their appropriate juxtaposition if they are to maximise effectiveness. Issues such as polycentricism and metagovernance will be considered taking on the argument for dynamic governance made in this volume. But that is for the future.

Traditionally, this is where appreciation for those around me is expressed. In particular, I would like to thank my colleagues at Plymouth University especially in the light of my new existence as semi-retired with the opportunity to focus upon writing and research supervision. Those I am fortunate enough to be supervising whilst writing this book and who have contributed unknowingly to the debate include Xufan Zhang, Xuemuge Wang, Sapna Chacko, Safaa Sindi and Katerina Konsta. In addition, thanks must go to Daria Gritsenko whose contribution has been immense and who introduced me to the delights of Finnish hospitality. Others who have been important include Venus Lun at Hong Kong Polytechnic University without whom nothing would ever have appeared in print and of course to the team at Springer who are a delight to work with. Especially, thanks are also owed to Wanyu Loh in Singapore who has provided unknown (I guess) but extensive support and encouragement over the past few years.

And finally of course, enormous thanks to Liz, Joseph and Siân for making it all worthwhile and possible.

No book of mine could possibly not include a reference to the exploits of Charlton Athletic who have sustained a Championship position and have high hopes for a future in the Premiership sometime in the near future. Meanwhile on a more personal note, thanks to the marvels of modern medicine I am now the proud owner of not only a battery-driven pancreas but also a bluetooth glucose warning system, and two perspex eyes. I have become the personification of reverse logistics and look forward to further plastification in time. Thanks be to God for AAA batteries.

http://en.wikipedia.org/wiki/Implantable_collamer_lens
<http://www.cafc.co.uk/>

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