GLOBALISATION OF SHIPBUILDING

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With the expansion of world trade, the need for transport is also increasing. In fact, trade largely influences globalisation. In my report, I focus on the globalisation of shipping and its role in the world market. Thanks to improvements in shipbuilding (modernised hulls, optimal storage chambers for raw materials/products, universal design and qualified sailors) and maritime logistics, the advantages of delivering goods by sea have increased exponentially. In particular, the advantages include the following: firstly, ships do not need roads, which means that materials can be collected even from remote corners of our planet, the surface of which consists mainly of water; secondly, speed, as there is no need to drive through huge cities or spend many hours driving around fields or mountains. Of course, some may object

and point out the existence of storms and the fact that ships cannot sail straight ahead, but must also navigate around continents and islands. However, I would remind you that this is counterbalanced by the advantages I listed above: logistics, construction, and crew.

The main material for shipbuilding is steel. China has the most advanced steel production companies, while Ukrainian factories were in the lead between 2007 and 2016.

In the 1960s, the European shipbuilding market declined, as most orders began to go to Japan, and later China and South Korea took the lead. Due to the high quality of their ships, the Koreans began to receive fewer orders, and their equipment is idle and requires maintenance, so the Chinese are now the leaders in production. There are also shipbuilding plants in Ukraine, but unable to withstand the competition, the enterprises are engaged in hull assembly and have suspended operations due to the war. Although European countries have lost their leadership, they are building complex and expensive cruise liners, especially Italy. Norway is testing a new cargo ship with minimal emissions. The GPS navigation system was invented in America. Germany, Japan and Greece are the countries with the largest fleets. Although often the average sailor is Filipino.

The conclusion can be made that if all of the above were in one country, it is unlikely that this ship would be useful. Different countries are making progress in various areas of shipbuilding.

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