

Globalization and the maritime world in the twentieth century

[Literature](#), [Russian Literature](#)



Globalization and the maritime world The work by Miller is one that is closely linked with the work of Marc. In the research conducted by Miller, the author is of the thought that the development of globalization cannot be alienated from a discussion of maritime history. The author is keen to relate shipping, ports, trade and transport to the globalization process (Miller 7-11). The transport, as discussed by Miller is one that focuses on water transport and trade that is ocean borne (Miller 42). On the other the work by Marc centers on globalization and the business that took place at the time.

Marc indicates that cargo ships were the major systems of transport and were used load and offload goods (166). The goods in this context had different destinations throughout the world. This concept simply explains that globalization was taking place as the goods were sent to different places. The world was soon becoming smaller thanks to the development in the maritime industry. Marc explains that the shipping lines ordered for larger ships that would be used transport the aluminum boxes that were the standard containers (202-21). Additionally, the development of the maritime industry saw the modernization of port cities to accommodate the larger ships (Marc 191-201). The author also argues that in the 1980s computers ventured in as well, that led to a containerized system (Marc 125). A closer analysis of this fact would be said to have shaped the global economy through innovations in the maritime industry.

Miller backs the work of Marc by arguing that globalization is historical and can be rooted to the reality of shipping and trading. The maritime world, in his thought, was the major reason behind the global interconnectedness (Miller 11). In the twentieth century, for example, there were a lot of

Eurocentric exchanges in the sea. There was the existence of a global maritime system where European ports were constructed, shipping lines as well as partial networks (Miller 12). This commercial maritime world played a huge role in shipping the present day world of business. The Europeans were the principal operators of the global trading and transport systems up to the 1960s.

Just like Marc, Miller would argue that there is a great link between containerization, trade, de-colonization and economic growth thanks to the maritime industry and its developments. Through the works, the close correlation between the maritime world in the 20th century and globalization is evident. The process of globalization clearly went through progressions that saw the development of steam ships from the use of cargos. The shipping companies, therefore, had no option but to move with the times so as their businesses could thrive. It is this industry that saw the transportation of all manners of goods from one place to another, with a lot of ease.

Globalization, in this case, involved the exchange of ideas, goods and people across the oceans, which took part in a global scale. The reality of these exchanges is evident through the contribution of the maritime industry.

Works Cited

Levinson, Marc. *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger*. Princeton, NJ: Princeton University, 2010. Print.

Miller, Michael. *Europe and the Maritime World: A Twentieth Century History*. New York: Cambridge University Press, 2012. Print.