

A Historical Study on the Global Logistic Routes of Korean and Balkan Peninsula

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Abstract

A comparative analysis of old European maps is performed to empirically determine the legitimacy of the name "East Sea." For this purpose, some old maps manufactured in Europe are selected to analyze the forms and names of the logistic routes. This study obtained the following results:

The global enterprise management area expanded and the business value increased, it changed the view of global logistic routes.

First, The 21st century is experiencing a more heated international competition for management between neighboring countries while the importance of the global logistic routes increases.

Second, the European logistic route similar to the East Sea in terms of form and size include the North Sea, the Baltic Sea, and the Ionian Sea. Of these, the North Sea has the largest amount of similarities to the East Sea.

Third, it is the North Sea that is shared by three or more countries and has a similar form to the East Sea.

Fourth, the Baltic Sea, the Ionian Sea, and the Aegean Sea each has a single logistic route name in principle, but has never been named after a specific country.

Fifth, among other global logistic routes around the world, the Japan sea is the only case that is shared by three or more countries and is named after a specific country.

Sixth, naming a global logistic route shared by three or more countries after one of the said countries is associated with violating the sovereignty of the other countries.

Seventh, the case analysis of the names of the European logistic route can provide a model that suggests how to name the logistic route over which disputes persist between Korea and Japan.

In view for the results so far achieved, the name East Sea is considered most legitimate for the logistic route shared by three or more countries in the east of the Eurasian continent

〈Key Words〉 principle, country, logistic, route, sovereignty

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I . Introduction

Most countries including Korea selected marine transportation or logistics as a means of trading goods. But nowadays, transportation routes problem has become a pain in the neck of the international community.

In high industrial society, all countries can't exist if resource is not supplied continuously so any threat to stable resource supply becomes the cause of crisis. Resource plays an important role for world economy and has an ability to trigger-scaled war.

The Korean peninsula being geographically bordered on the sea on three sides of the country, marine transportation or logistics, which have become one of the most important logistics in Korean transportations, are in danger of routes problems, especially transportation routes have become risk factor of marin security.

Therefore, it is necessary for Korean government and business and academia them squarely so that we may maintain foreign trade activities smoothly and ensure the safety of our company.

The international hydrographic organization opened a general meeting in April 22, 2012. Held every five years, the general meeting was expected to have important items on the agenda that time around. Of these items, the most important to Korea must be to adopt the name "East Sea." Although it has been a long time since this country first addressed the issue of adopting the name internationally, the disputes over the adoption between Korea and Japan remain at a standstill. To settle these disputes, it is believed that not only scholars of both countries, but also those in other regions around the world need to take interest in this situation.

This study aims to make a comparison between the Korean logistic route and Balkan logistic routes in terms of features and names. Europe has several seas with similar forms and features to the Korean East Sea: the North Sea, the Baltic Sea, the Ionian Sea, and the Aegean Sea. They attract Koreans' attention due to some similarities to the East Sea: the form, the size, and the instance of being shared by two or more countries. These Balkan logistic routes has one thing in common. Being shared by two or more countries, they are not named after a

specific country.

This study intends to analyze the Balkan logistic routes under similar conditions to the Korean logistic route, investigate the history of their names, and confirm the legitimacy of the name “East Sea.”

A comparative analysis of old European maps is performed to empirically determine the legitimacy of the name “East Sea.” For this purpose, some old maps manufactured in Europe are selected to analyze the forms and names of the logistic routes.

This paper aims to investigate the possibility that costal states can also voice themselves and acquire their interest by examining the policies and the strategies of costal states including Korea, North Korea, Japan and Russia in respect of the management issues of the Korean logistic route. to do this, I proceed focusing on the logistic route name policy of costal states.

II. International Economic Environment of Global Logistic Routes

Historically, the competition between countries and geopolitical discussions in relation with resources has been continued since the First World War. Many people do not know that Second World was an resource war concerning resource. Like that, the geopolitical war to secure resource in the industrial society has been led to the conflict in Middle East area and invasion of USA upon Afghanistan and Iraq since the World War. In the international society, the area of east sea newly rose to the surface in the competition system between countries to secure resource and geopolitical strategic point.

Under the background, the purpose of this study is to consider the geopolitical importance, which is being discussed around the Korean logistic route, on the basis of cooperation and conflict among Japan, Russia, North Korea, China and other neighboring countries. Especially, unlike previous studies, which were focused on advance method and future prospect through the analysis on resource diplomacy around the Korean logistics route, the study will prove the usefulness of geopolitical analysis for the study on resource diplomacy of the

Korean logistics rout by analyzing conflict and cooperation of resource diplomacy through geopolitical analysis on Korean logistics rout.

I proceeded in that costal states, as international and political doers, fully receives their own shares and emerge with the firm position between the powerful nations based on the sea name strategy taking advantage of the power of issues that is the characteristic of costal state' foreign policy, the use of the importance of geography and sea name, and uniting the fronts.

The Balkan logistic routes are under highly complicated circumstances, and many of them tend to be shared by three or more countries. Such European logistic routes include the North Sea, the Baltic Sea, the Ionian Sea, the Aegean Sea, and the Mediterranean Sea.

Of these, the North Sea, the Baltic Sea, and the Ionian Sea are in a similar international situation to the Korean logistics route. These European logistic routes can be analyzed in terms of forms as follows:

1. North Sea

The fact that this sea between Great Britain, Norway, the North pole and Friesland has received the name 'North Sea' is caused historically. However the Romans explored the first and called it 'mare Germanicum'. The North Sea is bounded by the Orkney Islands and east coasts of England and Scotland to the west and the northern and central European mainland to the east and south, including Norway, Denmark, Germany, the Netherlands, Belgium, and France. North sea is the name for all the area covered with water between Denmark and UK.

But the North sea is devided into smaller. Some of these parts are 'Vesterhavet' which is the part of the North sea close to Jutland between Blavandsuk and Hanstholm. There are other parts : 'Tyske Bugr' = 'Deutsche Bucht'. In the southwest, beyond the Straits of Dover, the North Sea becomes the English Channel connecting to the Atlantic Ocean. In the east, it connects to the Baltic Sea via the Skagerrak and Kattegat, narrow straits that separate Denmark from Norway and Sweden respectively. In the north it is bordered by the Shetland Islands, and connects with the Norwegian Sea, which lies in the very

north-eastern part of the Atlantic.

Around the edges of the North Sea are sizeable islands and archipelagos, including Shetland, Orkney, and the Frisian Islands. The North Sea receives freshwater from a number of European continental watersheds, as well as the British Isles. A large part of the European drainage basin empties into the North Sea including water from the Baltic Sea. The largest and most important affecting the North Sea are the Elbe and the Rhine - Meuse watershed.

2. Baltic Sea

A speech community denominates the objects of its surrounding natural and cultural area with its specific names inventory which exercises a cognitive function in communication, this means that names have a community building function in society. The Baltic Sea is a brackish mediterranean sea located in Northern Europe, from 53° N to 66° N latitude and from 20° E to 26° E longitude. It is bounded by the Scandinavian Peninsula, the mainland of Europe, and the Danish islands. It drains into the Kattegat by way of the Øresund, the Great Belt and the Little Belt. The Kattegat continues through Skagerrak into the North Sea and the Atlantic Ocean. The Baltic Sea is connected by man-made waterways to the White Sea via the White Sea Canal, and to the North Sea via the Kiel Canal. The Baltic Sea might be considered to be bordered on its northern edge by the Gulf of Bothnia, on its northeastern edge by the Gulf of Finland, and on its eastern edge by the Gulf of Riga. These various gulfs can also be considered part of the Baltic Sea.

3. Ionian Sea

The Ionian Sea is one of the most famous and important seas in the world, located between two continent surrounded many countries. It is very large sea and considered to be the largest enclosed of water on earth. Also it has a high economic value. Ionian sea has large number of names ; more than names, came from many languages: local and foreign. The Ionian Sea is an arm of the Mediterranean Sea, south of the Adriatic Sea. It is bounded by southern Italy

including Calabria, Sicily and the Salento peninsula to the west, southern Albania to the north, and west coast of Greece.

All major islands in the sea belong to Greece. They are collectively referred to as the Ionian Islands, the major ones being Corfu, Zante, Cephalonia, Ithaka, and Lefkas.

There are ferry routes between Patras and Igoumenitsa, Greece, and Brindisi and Ancona, Italy, that cross the east and north of the Ionian Sea, and from Piraeus westward. The sea is one of the most seismically active areas in the world.

4. Adriatic Sea

Slovenia and Croatia were originally republics of former Yugoslavia. Slovenia is a member of the EU since 2004, the EU entry of Croatia is planned for 2009. Within Yugoslavia the border river was the Dragonja between both republics. In the contract of Osimo from 1975 the sea border had been fixed between Italy and Yugoslavia. The Adriatic Sea is a body of water separating the Apennine Peninsula from the Balkan peninsula, and the Apennine Mountains from that of the Dinaric Alps and adjacent ranges. The Adriatic Sea is the northernmost arm of the Mediterranean Sea, extending from the Strait of Otranto, where it connects to the Ionian Sea, to the northwest and the Po Valley.

Its coasts belong to Italy, Slovenia, Croatia, Bosnia and Herzegovina, Montenegro, and Albania. The Adriatic contains more than a thousand islands, largely located along its eastern coast. It is divided into three basins—the northern being the shallowest and the southern being the deepest. The Otranto Sill is located at the border of the Adriatic and Ionian Seas. The prevailing currents flow in the counterclockwise direction from the Strait of Otranto, along the eastern coast and back to the strait along the western, Italian coast. Tidal movement is slight, although larger amplitudes are known to occur occasionally. The salinity of the Adriatic is lower compared to the Mediterranean, because the former collects a third of fresh water flowing into the latter, acting as a dilution basin.

The Adriatic Sea sits on the Apulian or Adriatic Microplate, which separated

from the African Plate in the Mesozoic. The movement of the plate contributed to the Alpine orogeny and uplift of the Apennines. All types of sediment are found in the Adriatic, with the bulk of the material transported by the Po and other rivers on the western coast. The western coast is alluvial or terraced, while the eastern coast is well indented with pronounced karstification. There are dozens of marine protected areas in the Adriatic, designed to protect the karst habitats and biodiversity of the sea.

Earliest settlements on the Adriatic shores were Etruscan, The Illyrian, and Greek. By the 2nd century BC, the shores were under the control of the Roman Republic. In the Middle Ages, the Adriatic shores and the sea itself were controlled, to a varying extent, by a series of states—most notably the Byzantine Empire, the Republic of Venice, the Habsburg Monarchy and the Ottoman Empire.

The Napoleonic Wars resulted in the First French Empire gaining control of the coasts and the British effort to counter the French in the area, ultimately securing most of the Eastern Adriatic and the Po Valley for Austria. Following unification, the Kingdom of Italy started an eastward expansion that lasted until the 20th century. Following World War I and the collapse of Austria-Hungary and the Ottoman Empire, the control of the eastern coast passed to Yugoslavia and Albania. The former disintegrated in the 1990s, resulting in four new states on the Adriatic coast.

The Adriatic Sea is significant for the economies of the countries found along its coasts, especially in terms of fisheries and tourism. Adriatic Croatia has grown relative to the rest of the Adriatic basin. Maritime transport is also a significant branch of economy in the area—there are 19 major seaports in the Adriatic handling more than a million tonnes of cargo per year.

III. Analysis on the Naming Model of the Global Logistic Routes

The names of the global logistic routes are characterized by the long history going back to ancient times. The names of the logistic routes shared by two or

more countries have two features: one is the integration of several names as in the case of the North Sea, and the other is to have been named specifically from ancient times. These two types of names have different historical backgrounds.

1. North Sea

In Denmark, which lies to the east of the North Sea, the name "Vesteravt"(eng. "West Sea") is equally used besides the name "Nordsoen"(eng. "North Sea"). However, the level on which both names are used is argumentative. Often both names are used alternatively for the whole North Sea. Through history various names have been used for the North Sea. One of the earliest recorded names was Septentrionalis Oceanus, or "Northern Ocean," which was cited by Pliny.

The name "North Sea" probably came into English, however, via the Dutch "Noordzee", who named it thus either in contrast with the Zuiderzee ("South Sea"), located south of Frisia, or simply because the sea is generally to the north of the Netherlands. Prior to the adoption of "North Sea," "German Sea" or "German Ocean"-from the Latin name "Mare Germanicum" and "Oceanus Germanicus"-were the names in English, and they persisted even into the late 19th century.

2. Baltic Sea

The knowledge of the historical processes which can be deduced from the toponymic vocabulary reflects this ongoing development. On these basics we have the chance to link together the cultural historical results with the administrative-political realities in order to create new models of reciprocal understanding. The Baltic Sea, in ancient sources known as Mare Suebicum (also known as Mare Germanicum), is also known by the equivalents of "East Sea", "West Sea", or "Baltic Sea" in different languages:

In Germanic languages, except English, East Sea is used: Afrikaans (Oossee), Danish (Østersøen), Dutch (Oostzee), German (Ostsee), Icelandic and Faroese (Eystrasalt), Norwegian (Østersjøen), and Swedish (Östersjön). In Old English it

was known as Osts²⁸..

In addition, Finnish, a Baltic-Finnic language, has calqued the Swedish term as Itämeri "East Sea", disregarding the geography (the sea is west of Finland), though understandably since Finland was a part of Sweden from Middle Ages until 1809.

In another Baltic-Finnic language, Estonian, it is called the West Sea (Läänemeri), with the correct geography.

3. Ionian Sea

Ionian Sea sets in southeastern Balkan peninsula and southeastern Europe. It bordered by many countries. Ionian Sea coasts were inhabited by many tribes and civilizations including. The name Ionian comes from Greek (Ἰόνιον). In Ancient Greek the adjective Ionios (Ἰόνιος) was used as an epithet for the sea because Io swam across it. Its etymology is unknown. Ancient Greek writers, especially Aeschylus, linked it to the myth of Io. There were also narratives about other eponymic legendary figures; according to one version, Ionius was a son of Adrias (eponymic for the Adriatic Sea); according to another, Ionius was a son of Dyrrhachus, eponymic for the ancient Greek city of Dyrrhachium (modern Durrës in Albania). When Dyrrhachus was attacked by his own brothers, Heracles, who was passing through the area, came to his aid, but in the fight the hero killed his ally's son by mistake.

4. Adriatic Sea

The independency of the new states Croatia and Slovenia led to the fact that Slovenia disposes no access to international waters. This would be able to minimize the growth of the seaport Koper which stands in direct competition to the Italian harbour of Trieste and to the Croatian harbour of Rijeka. Etymology of the Adriatic Sea is linked to Etruscan settlement of Adria, itself probably originating from Illyrian word adur meaning water or sea. In classical antiquity, the sea was known as Mare Adriaticum (Mare Hadriaticum, also sometimes

simplified to *Adria*) or, less frequently, as *Mare Superum*. The two terms were not synonymous, however. *Mare Adriaticum* generally corresponds to extent of the Adriatic Sea, spanning from the Gulf of Venice to the Strait of Otranto. That boundary became more consistently defined by Roman authors—early Greek sources place boundary between the Adriatic and Ionian seas at various places ranging from adjacent to the Gulf of Venice to the southern tip of Peloponnese, eastern shores of Sicily and western shores of Crete. *Mare Superum* on the other hand normally encompassed modern Adriatic Sea and the sea off the southern coast of Apennine peninsula, as far as the Strait of Sicily.

5. East Sea

This paper try studying the Korean logistic route from new point of view. Especially, it investigated what name is proper as the name of Korean logistic route transdisciplinary analyzing international and environmental factors of Korean logistic route. Korean logistic route is re-evaluated with rapid increase of trading business between Korea, which have reached a significant economic growth based on rise in international raw materials and political stability since 1990, Russia, China and Japan.

1) Environment of Korean logistic route

Research of Korean logistic route is applied in the far reaching background of the world environment, and therefore should be approached in a disciplinary way with the contribution of many civic social science principles like geography, history, economics, laws, and culture etc. While enormous efforts of the said countries are continued for preoccupation of logistics between each country around the Korean peninsula, logistic connection business between japan and Russia will be a great foundation no only for economic exchange between Korea and North Korea but also social and cultural exchange between Korea and North Korea and strength of logistics-focused Korea's position as a logisticbase of the northeast asia.

2) Area of korean logistic route

These basic principles and functional fields play an important role in implementation process of national politics. Therefore for an Korean logistic route researcher in an international environment to perform effective research they must be aware of the importance of such environments. The Korean logistics route is a marginal sea of the western Pacific Ocean, between the Asian mainland, the Japanese archipelago and Sakhalin. It is bordered by Japan, North Korea, Russia and South Korea. Like the Mediterranean Sea, it has almost no tides due to its nearly complete enclosure from the Pacific Ocean. This isolation also reflects in the fauna species and in the water salinity, which is lower than in the ocean. The sea has no large islands, bays or capes. Its water balance is mostly determined by the inflow and out flow through the straits connecting it to the neighboring seas and Pacific Ocean. Few rivers discharge into the sea and their total contribution to the water exchange is within 1%.

The seawater is characterized by the elevated concentration of dissolved oxygen that results in high biological productivity. Therefore, fishing is the dominant economic activity in the region.

3) Naming model of korean logistics route

There are certain principles to the naming of the Logistic routes on world maps these days. First of all, some of the logistic routes are named and recorded after four cardinal points. Particularly, the names of the logistic routes, such as the east, west, and north logistic routes, are recorded on old western maps, and a typical example is the east sea recorded on the vinland map. The use of the term "Japan Sea" as the dominant name is a point of contention. South Korea wants the name "East Sea" to be used, either instead of or in addition to "Japan Sea;" while North Korea prefers the name "East Sea of Korea". The primary issue in the dispute revolves around a disagreement about when the name "Japan Sea" became the international standard. Japan claims the term has been the international standard since at least the early 19th century, while the Koreans claim that the historical name is "Donghae" (literally East Sea) and the term "Japan Sea" arose later while Korea was under Japanese rule.

This paper aims to investigate the possibility that costal states can also voice

themselves and acquire their interest by examining the policies and the strategies of costal states including Korea, North Korea, Japan and Russia in respect of the management issues of the East Sea. to do this, I proceed focusing on the sea name policy of costal states.

Firstly, costal states induced the user states to be partially responsible for the management of the sea by using the geographical and strategic location of Korean logistics route and Balkan logistic routes. Secondly, costal states secured their interests by reversely using the interests of the powerful nations though alternating the power with the current issue of the situation.

thirdly, they drew the aspects of objectivity and the conscience from the powerful nations by emphasizing the international hydrographic organization.

Finally, they proved visibly the implementation of their sovereign roles, combining the powers of the region through the alliance and the coalition. Like this, costal states of the east sea and Balkan's sea, have rarely performed the remarkable foreign policies by maximizing their strengths and secured the interests and sovereignty.

IV. Conclusion

The maritime order of east asia in the 21th century will be determined by the relationship between the hegemonic Japan and China.

The 21st century is experiencing a more heated competition for jurisdiction between neighboring countries while the importance of the seas increases.

In this study, 4 countries logistic route name status with Russia, Japan, China and North Korea sea naming between nations of 4 logistic route name construction, and after reviewing the logistic route name features, old map, using comparative european map, as well as partners in old map is comparative analysis.

This study obtained the following results:

First, the 21st century is experiencing a more heated international competition for management between neighboring countries while the importance of the

global logistic routes increases.

Second, the Balkan logistic routes similar to the East Sea in terms of form and size include the North Sea, the Baltic Sea, and Ionian Sea. Of these, the North Sea has the largest amount of similarities to the East Sea.

Third, it is the North Sea that is shared by two or more countries and has a similar form to the East Sea.

Fourth, the Baltic Sea, the Ionian Sea, and the Aegean Sea each has a single name in principle, but has never been named after a specific country.

Fifth, among other global logistic routes around the world, the Japan Sea is the only case that is shared by three or more countries and is named after a specific country.

Sixth, naming a global logistic route shared by three or more countries after one of the said countries is associated with violating the sovereignty of the other countries.

Seventh, the case analysis of the names of the European logistic route can provide a model that suggests how to name the logistic route over which disputes persist between Korea and Japan.

The name East Sea is considered most legitimate for the logistic route shared by three or more countries in the east of the Eurasian continent.

In conclusion, I come to verify, through the sea, the choke point of the sea, the possibility that even under the international environment where the coastal states can't voice themselves politically.

Finally, this study suggested how to strengthen the preparations for a nation, private shipping which are charge with marine logistics in order to solve the problems of marine routes.

본 논문은 다른 학술지 또는 간행물에 게재되었거나 게재 신청되지 않았음을 확인함.

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〈APPENDIX〉



(Figure 1) ASIA, 1748, HARRIS



(Figure 2) GREECE CRETE
BALKANS TURKEY, 1788
BARBÉ DU BOCAGE



(Figure 3) GREECE & EASTERN
MEDITERRANEAN, 1741
HOMANN



(Figure 4) DENMARK SWEDEN
BALTIC COUNTRIES, 1690
CLUVER

한반도와 발칸반도의 역사적 물류경로 분석에 관한 연구

김 신*

요 약

유럽고지도의 비교분석은 동해표기의 정당성을 입증하는데 유용하다. 그래서 본 연구는 동해표기의 정당성을 입증하기 위해 유럽에서 제작된 고지도들을 활용하여 국제 물류경로의 형태와 명칭을 분석하였다. 주요한 연구의 결과는 아래와 같다.

첫째, 21세기는 세계적으로 물류경로의 중요성이 더욱 증대되면서 관할권 확보를 위해 인접국가간 국제적 경쟁은 더욱 심화되고 있다.

둘째, 동해와 유사한 형태와 크기를 가지고 있는 국제물류경로는 북해, 발트해, 아드리아해라고 할 수 있다. 이중 가장 유사한 사례는 북해라고 할 수 있다.

셋째, 동해와 같이 공유하고 있는 국가가 여러나라로 되어 있으며, 형태가 비슷한 물류경로는 북해라고 할 수 있다.

넷째, 발트해와 아드리아해 및 이오니아해는 역사적으로 단일한 물류경로 명칭이 주로 사용되었지만 특정국가의 이름은 사용되지 않았다는 점이다.

다섯째, 전 세계의 물류경로 중 여러 나라가 공유하고 있는 물류경로의 명칭을 특정 국가의 명칭으로 사용하고 있는 물류경로의 명칭은 일본해가 유일하다는 점이다.

여섯째, 여러 국가가 공유하고 있는 국제물류경로의 명칭을 특정국가의 이름으로 사용하는 것은 관련 국가의 주권침해와도 관련이 있다.

일곱째, 유럽의 국제물류경로의 사례분석은 동해지명을 어떻게 개정해야 하는지를 알려주는 모델이라고 할 수 있다.

유라시아 대륙의 동쪽에 위치한 여러 국가가 공유하고 있는 세계적 물류경로의 명칭으로는 동해가 가장 타당하다고 사료된다.

〈주제어〉 원칙, 국가, 물류, 경로, 주권

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