



Importance of Maritime Interests as a way for the legal implementation of the Blue Economy in Colombia

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Abstract

Colombian maritime interests are defined as the political, economic, social, environmental, and military benefits that the sea offers to society. They became a legal strategic tool for the process of implementing the Blue Economy in Colombia. This article aims to demonstrate how these interests enable the legal implementation of this concept, to protect jurisdictional waters and their resources.

Keywords. Jurisdictional Waters, Blue Economy, Colombian Maritime Interests, Marine Resources, National Policy of the Ocean and Coastal Spaces, Colombia: Sustainable Bioceanic Country 2030.

Introduction

To talk about the sea is to think of the very origins of humanity as it is a protagonist in the dispute for world hegemonies (Baqués, 2019). It is an inexhaustible source of resources, the most extensive area of communication and interaction in societies (Romero, 2020), and one of the spaces that allows the world to be connected while maintaining a free flow of people, goods, information, services, and ideas (Pérez, 2022), which is why its geographical conceptualization is essential for States (Botero, 2019).

Due to its role, the tidal wave has been relevant for political, cultural, and social progress by providing benefits to the population (Rodríguez, 2017), in addition to presenting opportunities in the generation of energy, mineral, and food resources (*World Bank*, 2013), creating opportunities for man (Pacheco, Guarda, Victor, López, & Augusto, 2020), and becoming the driving force of society.

These advantages have led to industrialization phenomena in the sea with effects on ecosystems (Quispe, 2022), representing threats to the conservation of underwater resources (Brum, De Álava, Chocca, & Marín, 2020). This has verified the obligation to create strategies with a view to ensuring good use of the oceans (Vázquez, López, & Martínez, 2023), giving a twist to a "blue" dimension, defining competitive spaces with profitable potential and innovation aspects (Munib your, 2023), which result in the strategic positioning of countries.

In the context, the Blue Economy is a figure whose implementation from a legal point of view is necessary. In this sense, the objective of the written article is to answer the question: How could the implementation of the blue economy take place in Colombia, from a classification of maritime interests as a strategic and legal way for such a process?

The issue is important in view of Colombia's bioceanic condition, and because of the need to guarantee access to the resources of the sea to the population that finds their main means of subsistence there, being approximately 4,239,048 inhabitants who settle in urban and rural coastal areas of the Caribbean, and 909,192 on the Pacific coast (Ramírez, 2019).

Methodology

The reflections are based on an exploratory study of Colombian Maritime Interests and the Blue Economy under a qualitative approach, with a documentary review technique of marine sustainability policies at the international and national level, studies of the Colombian Ocean Commission and other academic productions contained in platforms such as ScienceDirect, Scielo and Redalyc, using the keywords "Interests", "Maritime", "Economy", "Blue", "Maremtorio", "Jurisdictional Spaces", and their equivalents in the English language.

The UN Sustainable Development Goals, the CONPES document 3990 "Colombia Sustainable Bioceanic Power 2030", a document of Colombian Maritime Interests, and research carried out at the "General Rafael Reyes Prieto" War College and the "Almirante Padilla" Naval Cadet School, among other universities, were also considered. The material was chosen from the selective search of data and classified according to its relevance, finding 101 sources related to Colombian maritime interests and 17 from the blue economy.

1. Maritime Interests in Colombia

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Maritime interests are defined as the "set of political, economic, social, environmental, and military benefits that can be offered by the use of the sea in the national maritime territory" (CCO, 2021), which are a function of the fulfillment of national objectives to provide well-being and development to the nation (Till, 2013). From the Mahanian perspective, these are the tasks that the State and private entities carry out on the high seas, jurisdictional waters, seabed, and coastline, for the exploitation of resources in the exercise of the components of naval power (Romero, 2020).

By their nature, these interests allow the control of activities of economic benefit from the oceans (Mora and Uribe, 2020), in areas such as the mining and fishing industry (PNOEC, 2018), which have a representation in the economy of \$1,345 million dollars per year, contributing to 2% of the world's GDP (Roberts, 2014). They also provide parameters for the management of the sea (Martínez, 2021), strengthening sovereignty, defending borders, and protecting economic interests (Horruitiner, 2022), allowing the materialization of the virtuous circle of security and development with an impact on decision-making in the face of national interests (CONPES 3990, 2020).

In Colombia, these interests have been established in the National Policy of Oceans and Coastal Spaces (PNOEC) (Osorio, 2018), the base instrument of the document "Colombian Maritime Interests (IMC)" of the Colombian Ocean Commission, which shows that the country's priorities at sea are the following:



Figure 1. Colombian Maritime Interests.

Source: Authors' elaboration based on the IMC – CCO document (2021).

Defining country interests in the sea is a process that has an impact on the depths of the ocean and its ecosystems (Quispe, 2022), in the face of the industrialization phenomena that many of these activities entail and that are separated from the conservation of the environment (Brum, De Álava, Chocca, & Marín, 2020, p. 83), turning it into an environment of immense fragility (Bouvet & Carut, 2019). Here, the Blue Economy emerges as a strategy that promotes a greater balance between the use of the sea and the health of the environment (Zamora, 2021).

The background for the implementation of the blue economy in Colombia is diffuse, however, the figure has been alluded to in the following instruments:

- a. National Development Plan 2014-2018: Addressed sustainability under the role of the State in the preservation and defense of marine, submarine, coastal, and river territory (DNP, 2014).
- b. National Development Plan 2018 – 2022: Promoted the UN Sustainable Development Goals, in the international projection of Colombia's interests in the sea (DNP, 2018).
- c. National Development Plan 2022 – 2026: Mentions measures for the development of resilient and productive marine economies, within a framework of sustainable use (DNP, 2022).

Given the nature of Maritime Interests, these can be configured as a way for the implementation of the Blue Economy, from a classification proposal: Those that would serve as support and those that directly affect the process, in order to establish a model with the following components (Valenzuela, 2020): 1) Participating economic actors, 2) Creation of an economic and legislative environment with incentives, 3) Effective management of marine space and its resources, and 4) Development of standards for the sustainable use of marine resources.

1.1 Colombian maritime interests support the blue economy

These are those uses of the sea that, in terms of sustainability, structure the support for the implementation of the Blue Economy, as they are the ones that have developed legal support. They are as follows:

1.1.1 Human Talent and Maritime Community

It refers to people engaged in maritime activities known as "seafarers", who are important to the economy and society receiving the benefits of the ocean (Fotinopoulou, 2018).

The beginnings of the activity carried out by the "sea professionals" began in an atmosphere vitiated by overcrowding (García, 2012), but today, it is supported by the following international instruments described in Table 1:

Table 1. International regulation of seafarers' work.

1. Minimum Age for Maritime Work (1920)
2. Unemployment Compensation (1920)
3. Placement of the Seafarers (1920)
4. Seafarers' Enrolment Contract (1926)
5. Seafarers' Paid Holidays (1936 - 1946)
6. Shipowners' Obligations in the Event of Seafarers' Illness or Accidents (1936)
7. Seafarers' Health Insurance (1936)
8. Hours of work on board and the crew (1936)
9. Social security for seafarers (1946 - 1987)
10. Seafarers' Boarding Houses (1946)
11. Wages, Hours of Work on Board and Manning (1946)
12. Fishermen's Enrolment Contract (1959)
13. Continuity of Employment – Seafarers (1976)
14. Merchant Marine – Minimum Standards (1987)
15. Seafarers' Welfare (1987)
16. Protection of the health and medical care of seafarers (1987)

Source: Authors' elaboration with information from Chávez (2017).

These issues are incorporated into the Colombian Maritime Regulations (specifically REMAC-3), which strengthens the protection of seafarers' work, which in 2024 amounted to 17,000 people in different sectors, with 2,821 authorized for international navigation, and 14,600 for national navigation (DIMAR, 2024). In the country, the General Maritime Directorate is responsible for the qualification of these personnel for their performance in the areas of logistics, transport and fishing.

For its part, the maritime community, made up of groups of people with common interests at sea (Pejovés, 2021), is also part of this interest. In Colombia, the population is the central point as it is the final beneficiary of the resources of the sea, when we are talking about an approximate of 5,148,240 people who inhabit the country's coasts, of which 1,719,313 (33.39%) belong to special groups such as Afro-descendants, indigenous people, Raizales, Palenqueros and Roma-ROM (Hurtado, 2020).

Its characterization in the implementation of the Blue Economy is relevant, because in addition to presenting a strengthened legal structure, those who make up this interest are those who comply with international standards of pollution prevention, navigation safety, accident prevention and rescue, becoming overseers of the good use of the sea, social equity and ecological conservation (Okafor, Kadagi, Miranda, Uku, Elegbede, & Adewumi, 2020, p.8).

1.1.2 Sovereignty and integrity of the national maritime territory

Sovereignty allows the State to exercise defense and security in a territory (Vargas, 2020), enabling the establishment of institutions with the main mission of guaranteeing the integrity of the territory (Rodrigo, 2004), the protection of the population (Díaz, 2022), and achieving the correct use and distribution of resources (Romero, González, & Betancourt, 2021). Within the framework of Oceanopolitics, its conception is based on the control of ocean spaces for the fulfillment of the objectives of preservation of marine resources, and socioeconomic development (Rodríguez, 2017).

As a state power, sovereignty is related to the mission of the Military Forces both in times of peace and in situations of crisis or war (Vila, 2023), having implications for securing ocean spaces against threats to their resources. For this reason, it is the main legal support for the implementation of the Blue Economy, when it allows the protection of the ocean space in the face of the prospect of commercial exploitation of the seabed (González, et.al, 2024), the impact of which can affect the empire over maritime resources.

1.1.3 Infrastructure for assurance, integrity, maritime order and the rule of law at sea

This interest refers to the competencies mainly of the National Navy from the scope of its competencies, when its main objective is the assurance of integrity, maritime order and the rule of law at sea, as stated in one of the Institution's guiding documents, the Naval Development Plan 2042, which highlights:

"(...) Taking into account the vast extension of the Colombian maritime territory and the need of the State to preserve, protect and exploit the maritime interests of the nation, a structure of institutional means has been defined that allows us to have the necessary flexibility to fulfill our mission effectively and to face the different threats with the appropriate operational capabilities (...)"

The exercise is carried out through strategies proposed by the same plan that provides for the strengthening of the main components of the Institution that carry out missions in Colombian waters not only for their defense, but for other activities such as the safeguarding of human life at sea, preservation of environmental resources, protection of borders and defense of the coast. which finally, within the framework of the Blue Economy, allows the appropriate use of marine resources in a framework of security, prioritizing the sustainability of the environment (Zangrando, 2017).

1.1.4. Comprehensive maritime and river security

The use of the sea requires the guarantee of security in a framework of good order in the oceans (Zamora, 2021), having that Comprehensive Maritime and River Security allows the strengthening of the security-development binomial (Anguita and Sánchez, 2020), with elements related to the protection of Maritime Interests against threats and risks (Del Pozo, 2014). allowing controls to be exercised to counteract them (Rodríguez, 2020). Among the most representative maritime safety policies are the following:

- a. African Union Integrated Maritime Security Strategy (AIMS 2050): Its objective is to identify resources to improve maritime conditions with goals set for 2050, based on cooperation in "security" and "safety" and irregular immigration (Acosta, 2020).
- b. Spain's Maritime Security Strategy: It is aimed at counteracting weaknesses in the control of the sea for the defence of national interests, guaranteeing freedom and safety in navigation, trade and transport, the shipping industry, fleet security, ports and infrastructure, and environmental conservation (Acosta, 2020).
- c. European Union Strategy: Adopted by the European Council in 2014, and is based on the principles of partnership, *comprehensive approach*, and lessons learned for the development of the region's economies (Morales, 2020).

In Colombia, according to the aforementioned Naval Development Plan 2042, this interest refers to knowledge of the maritime domain (*Maritime Domain Awareness*), naval operations of integral maritime security (*Maritime Security Operations*), and operations aimed at the protection of water, biodiversity and the environment. In the face of the Blue Economy, it is a support interest, when from a legal point of view it provides important policies that establish procedures to counteract threats to maritime and river economic activities, integrating the care of the sea.

1.1.5 Connectivity by sea

Its purpose is to allow the "development of goods exchange relationships, establishment of commercial lines and others related to the field of logistics" (Boyano & Mestra, 2023). It is constituted as a local phenomenon with global involvement (Rivas, 2021), and a determining factor in the configuration of global security and the international system in geopolitical scenarios (Vargas, 2024); its direct relationship with tourism and maritime trade allows a supportive environment for the Blue Economy, allowing the materialization of these maritime economic activities.

1.1.6 Public Health and Marine Biosecurity

It relates to the obligation to prevent and mitigate the risks of maritime activities on public health, derived from environmental, biological, pathological and chemical hazards, failures in hygiene and health protocols on board ships and port facilities related to ballast water, passengers, baggage, cargo, containers, means of transport, dumping, dangerous goods, packages, postcards, among others (CCO, 2021).

As a support interest for the Blue Economy, its analysis leads to the establishment of measures (Morrillo, 2022), aimed at preventing the damage that maritime activities can generate in the community (Ribadeneira, 2023), and allows positioning guiding criteria in processes for economic growth (Cury, Mancera, & González, 2021, p.118), complying with the criteria of sustainability, integration, and respect for the marine environment (Soro, 2021).

1.1.7 Marine-coastal management and marine-coastal environmental resources

Establishing coastal marine management allows a balance to be achieved between the environment and human interests for the protection and preservation of the sea (Leslie and McLeod, 2007), setting the parameters for regulating uses in marine areas (Perea, 2022), and planning for the management and control of territories.

In Colombia, despite finding the issue in articles 102 and 288 of the Constitution, having a disaggregated regulation (Avella, Osorio, Parra, Burgos, Vilardy, Botero, Ramos, Mendoza, Sierra, López, Alonso, Reyna & Mojica, 2009, p. 190), and with legislative initiatives that fail to complete the procedure to become law, so in the face of interest, important challenges are evident, helping to mitigate the impacts of economic activities on marine spaces, including those that are developed from land on the resources they offer (Sanz, 2021), becoming another of the supports for the implementation of the figure.

1.1.8 Culture, maritime education and scientific, technological and innovation research

The aspects of culture and education define the worldview and characterization of the population in Colombia as a maritime country (Morales, 1991), taking into account man and his sociocultural environment, inserting the awareness of protection of the environment from his knowledge, having that through research it is possible to understand the phenomena alluding to the behavior of the sea, contributing to the promotion of maritime culture and education (Artigas & Escobar, 2001). As a support for the Blue Economy, it shows the tidal wave as a primordial source that opens up new perspectives of use within the framework of environmental preservation.

1.1.9 Submerged cultural heritage

The 2001 UNESCO Convention on the Protection of the Underwater Cultural Heritage states that this heritage is composed of the remains of human activity with cultural, historical or archaeological value, which have remained partially or totally underwater for at least 100 years, with characteristics of representativeness, uniqueness, state of conservation and scientific and cultural importance that, in Colombia, it finds legal protection through constitutional means and by Law 1675 of 2013.

In the face of the Blue Economy, the interest presents important challenges for research, complementing the historical knowledge of the regions, the nation and the origin of its communities (Del Cairo, Riera, Báez, Chávez, Caro, & Aldana, 2023, p.124), and is constituted as a support when it generates the establishment of legal tools for the defense of the country's heritage and conservation of the marine environment.

2.1 Colombian maritime interests linked to the blue economy

They are those that, in addition to generating economic benefits for the population, have a greater impact on the sustainability of the seas, being them:

2.1.1 Maritime transport and trade

Maritime transport and trade, in addition to promoting free mobility, exchange, and the orientation of growth policies (Mauvecin, 2020), allows for the strengthening of connectivity between nations, cultures, and societies (Gómez & Sánchez, 2021), integrating aspects of public security and access to food products (Elizalde, 2022).

The activities are part of the oldest practices of humanity, when around 2800 B.C., the Egyptians traded goods by sea with Phoenicia and Somalia (Aguilar, Romero, & León, 2022). Due to their historical role, they have allowed the establishment of important economic processes (Ospina, 2022) that generate positive impacts on the Trade Balance and Gross Domestic Product of each Nation (Lozano, 2021). Its development refers to the establishment of international maritime transport contracts for the trade of goods from one State to another (Pejovés, 2021), or cabotage.

In terms of regulation, its focus has been on the strengthening of the Merchant Navy (DIMAR, 2023), addressing aspects that tend to guarantee an infrastructure with high standards of quality and efficiency in the service (Atencia, 2022), whose core is the creation of management models (Zamora, 2021), contributing to the strengthening of international relations and national interests (Osorio, Osorio & Amórtegui, 2022, p. 320). In Colombia, the activity is concentrated in the 10 main ports of the country that impact the social development of the communities settled in these parts of the geography (DIMAR, 2023), distributed as follows:



Figure 2. Main ports of Colombia.

Source: Authors' elaboration based on information from <https://portalcip.org/wpcontent/uploads/2022/10/Sector-Portuario-en-Colombia.pdf>

In the face of the Blue Economy, it is an interest that affects its implementation, as they are activities that allow innovation, promotion of economic growth and compliance with the sustainable development goals in the ocean (Valenzuela, 2020).

2.1.2 Maritime tourism and recreation

The impetus for maritime tourism occurred at the beginning of the twentieth century (Moreno, 2021) as an opportunity for development given the possibilities of dragging on local economies and employment (Villarreal, Mouthón & Jurado, 2021, p.159), cruise ship operation, sailing on yachts or boats, water sports and their services

and infrastructures on land (World Tourism Organization, 2019). In the country, it is a growing sector by offering attractive places for nationals and foreigners (Gutiérrez, Castro, & Largacha, 2021, p.256), recognized abroad, whose figures, according to DANE, show that by 2023, 793,296 visits by people to the national territory were recorded.

As such, maritime tourism is constituted as an agent of change and an engine of economic development (Patiño, 2016), having as its main characteristic the movement of people for recreational activities that generate economic movements (UNWTO, 2017), being the object of inclusion in sectoral policies and plans to strengthen competitiveness (Galindo, 2021).

Despite its representativeness, different external factors can affect maritime tourism (Rojano, Contreras, & Cardona, 2022), an example of which is the COVID-19 pandemic (Yeon, Song, Yu, Vaughan, & Lee, 2021, p.5), which shows the need to implement policies and practices that guarantee a responsible, conscious, and committed exercise in favor of environmental conservation (Bulla & Jaramillo, 2023).

In Colombia, the activity is concentrated in places that offer the ideal conditions for its development, with the Sustainable Tourism Policy for the conservation of the environment, biodiversity, landscapes, ecosystems and natural resources of the country (Mincomercio, 2020):



Figure 3. Main tourist destinations in Colombia.

Source: Prepared by the author with information from the Colombian Tourism Information Portal – Ministry of Commerce, Industry and Tourism.

Within the framework of the Blue Economy, it is an interest of direct impact, when tourism has been a driving force of the national economy, presenting alternatives such as ecotourism as a new edge in the use of its benefits (Rodríguez, 2020), and as a strategic commitment for profitable and sustainable development (Contreras, 2021), integrating with the concept of environmental protection and the imposition of the green and circular economy (MINCIT, 2020).

2.1.3 Naval and maritime industry

In the face of the defense and security of a country, the naval and maritime industry has a fundamental role when ships and naval means are destined to apply the powers of the State, and, therefore, it has a direct relationship with the establishment of the blue economy in the country.

The advance of this interest starting from Revolutions: The first occurred with the achievement of the first warships; the second, related to the acquisition of ships with state-of-the-art technology and manufactured to order; the third, which speaks of the establishment of a specialized naval infrastructure; and the fourth, which talks about cybertechnology, artificial intelligence, nanotechnology, computing, and other systems that allow the renovation of strategic naval surface and submarine units (Ordoñez, 2021).

For the country, the Corporation of Science and Technology for the Development of the Maritime and River Naval Industry (COTECMAR) is the entity that participates in the issue, and on the path of the Blue Economy, it provides new standards of sustainability in the operation of military and civilian ships, through the application of technologies friendly to the marine environment (Kaczynski, 2012).

These advances have strengthened the insurance of the tidal ground for the development of activities such as transport and trade, whose beginnings are based on the demand for ships, auxiliary services and the development of shipyards (León, 2009), which, in the region, are located in the places presented in the following graph:



Figure 4. Main shipyards in South America.

Source: Authors' elaboration based on information available on the shipyards' websites described on the map.

2.1.4 Marine and subsea mining

Another of the activities with the greatest impact within the framework of the Blue Economy is marine and underwater mining, which is why the world's maritime policies have prioritized the exercise of activity in areas such as the extraction of aggregates, diamonds and other metals (Guajardo and Carrasco, 2019:14), especially when they generate economic benefits from the exploitation of the resources lying on the seabed (Villanueva, 2022).

The interest relates to the content of Article 332 of the Political Constitution of 1991, which provides that the State is the owner of the subsoil and of the non-renewable natural resources, with the potentialities of underwater mining.

In this regard, the United Nations Convention on the Law of the Sea (1982), on the exploration and exploitation of deep-sea minerals (in the Area), determines that the activity is carried out through the signing of a contract with the International Seabed Authority, presenting a panorama of the impact of economic interests that are motivated by individual benefits (Brent, Barbesgaard & Pedersen, 2018), distorting state power.

Regardless of the above, this interest concentrates efforts to achieve a use of the resources of the seabed under a neat, consensual and careful balance (Herbozo, 2020), and the demand for other duties focused on the need to promote sustainable development, conservation, restoration or substitution of natural resources (Villanueva, 2022, p.75).

2.1.5 Fisheries and aquaculture

The historical legacy shows that fishing was born as an activity linked to the role of the male gender (FAO, 2017), being a heritage activity of humanity and a productive sector of high social sensitivity (Valencia, González, Bonilla, & Mosquera, 2021, p.212).

In the fishermen's narrative, the activity shows that the knowledge of art is transmitted from parents to children, from uncles to nephews, from in-laws to brothers-in-law and, sometimes, between male fishermen who know each other (Truchet, Truchet & Noceti, 2020), so it has been linked to the advancement of societies (Velázquez & Ruiz de Oña Plaza, 2024).

Based on its conception as a maritime interest, fishing participates in the country's Gross Domestic Product (GDP), achieving the generation of direct jobs and other tasks that benefit from fishing (Martínez and Silva, 2020). Therefore, the activity that enjoys legal protection derived from the continuous abuses evidenced in the capture of species at sea in all types and dimensions (Rojas and Vélez, 2010), which occur both on the high seas and in areas under national jurisdiction (Gómez, 2022), evidencing association with organized crime groups.

For Colombia, the potential of fishing is important, when there are various fishing areas in the national territory, and with regard to the Blue Economy, this interest plays an essential role in achieving a context of balance, where in addition to prioritizing economic growth and the increase of jobs for the inhabitants who find their main livelihood in the activity (Ocaranza, López, Niz & Bravo, 2024, p.25), the preservation of the tidal wave is achieved.

One of the ways is aquaculture, which has "had a global boom, becoming essential for the world's economies" (FAO, 2020), and which, in Colombia, has contributed approximately 192,521 tons of species such as tilapia,

cachama, trout, shrimp and other native species, allowing the sustainability of the marine environment to be guaranteed (Martínez, Martínez, Robles and Garibay, 2022, p.247).

Conclusions

For Colombia, the process of implementing the blue economy as a strategy to achieve a strategic positioning of the country and at the same time, ensure the conservation of the marine environment, is a strategic need within the framework of being a bioceanic country.

In this claim, the concept of maritime interests is constituted as a path that makes this process possible from a legal point of view, under the proposal of its classification as those that serve as support for the process and those that are directly related to the blue economy, being vital to analyze the last mentioned, their opportunities, strengths, weaknesses and threats contained in the following table:

Table 2. Summary table of maritime interests linked to the blue economy

Appearance	Maritime Transport and Trade	Maritime Tourism and Recreation	Naval and Maritime Industry	Marine & Subsea Mining	Fisheries and Aquaculture
Regional Competitiveness	Colombia has seaports in the coastal areas of the Pacific and Caribbean, being channels of entry and exit of goods through jurisdictional waters, allowing a permanent flow in international trade.	The advantages translate into the privileged location of the country and having tourist destinations on the Pacific and Caribbean coast, offering diverse natural environments that other countries in the region do not have.	At the regional level, the development of the Naval and Maritime Industry obtains recognition from other countries, which have requested COTECMAR to build ships that allow regional cooperation and integration.	Colombia is one of the countries that presents a wealth of minerals in the maritime soil and subsoil due to its privileged position. It is verified as an emerging activity that allows the development of marine and underwater mining.	It is a sector that has gained importance at the regional level due to the increase in demand for fishery products in different markets.
National Competitiveness	The port infrastructure allows business growth, allowing the positioning of the activity in one of the most important in the generation of income for the country.	Tourism is one of the economic sectors that has gained importance in the country compared to others, directly influencing the processes of economic and social development, becoming an area that constitutes the main sources of job creation.	The country has a Corporation dedicated to the promotion of the naval and maritime industry (COTECMAR), which is positioned as a leader in the field with the capacity to build ships with reference technology. It is an emerging activity in view of the achievements of COTECMAR, applied in the defense sector.	Mining in general is an engine for development, being a sector of permanent growth.	Fishing and aquaculture are constantly growing, they are developed from an industrial level, which in addition to allowing the exercise of the activity, also allow incursion into international markets.

International Context	Colombia has signed several trade agreements that allow access to a significant number of consumers. The proximity to the Panama Canal facilitates the development of international maritime trade and transportation, allowing the operation of shipping companies in the country.	One of the main points on the subject is the biodiversity and cultural richness of the country, which make Colombia a destination of interest in the international context. Additionally, the low costs for foreigners is an interesting element in this type of activity.	The field has been duly promoted by COTECMAR, being a company that has ventured into different markets through the offer of its services. It has been referenced as an area of technological development with international recognition.	As verified at the regional level, the activity is emerging and according to what has been established in different studies, it is verified that at the moment the national territory against mining is in an exploratory state.	In the international field, there has been a greater participation through the export of species such as tilapia to Germany, Italy and the United States, demonstrating the quality of the product. Turnout is still lower compared to other countries.
Strengths	The ports of Cartagena, Santa Marta, Tolú, the Gulf of Morrosquillo, La Guajira and Buenaventura, have the capacity to receive large vessels, allowing the continuous exercise of maritime transport and trade.	Colombia's main strength in the countryside is having the possibility of offering destinations for ecotourism activities, being an aspect of great attraction in the international and regional field.	The existence of COTECMAR has allowed the development of a shipbuilding industry that has been recognized abroad, and that has allowed the signing of various technical cooperation agreements, which strengthen the vision of the Corporation.	Marine and underwater mining can represent great benefits for the country, according to the wealth of mineral resources found in the sea, being an activity with potential for the generation of employment and a basis for the economic development of coastal communities.	It is a prioritized area considering the importance to coastal communities. For this reason, training programs have been promoted, and strategies for the modernization of production processes have been established, allowing an increase in productivity. It finds clear legal protection when criminal legislation provides for the crime of illegal fishing.
Weaknesses	Internal limitations in relation to logistics channels and difficulty of access in some geographical locations, increase the costs in the internal movements of goods to achieve their destination to the port terminals of Colombia.	Shortcomings of legal regulation in land use and coastal planning. Weaknesses in capacity building to consolidate the sustainable and responsible development of the country.	It is a space that can be faced with competition from companies in the sector with greater economic strength, bringing implications for the development of the national industry.	Not having their own resources to carry out marine and underwater mining activities, depending on the support of other countries.	Lack of regulations regarding fishing gear, which can affect the spaces dedicated to fishing. In the face of aquaculture, the high costs for the development of the activity and the lack of knowledge of the technological variables that can be applied are evident as a weakness.

Opportunities	Verification in the establishment of its own Merchant Fleet that would allow for the better development of international maritime trade.	Development of the cultural and sustainable tourism approach as the main source of income and strengthening of the sector, taking into account the wealth that the country has in this regard.	Establishment of relations between the private and public sectors in favor of cooperation that contributes to the development of new options in the shipyard sector, for the advancement of the sector from a collaborative point of view.	Taking into account the importance of the activity and its emerging nature, strategies must be created to encourage and promote the area, not only through legislative promotion and harmonization of regulations, but also in the construction of projects that lead to the strengthening of marine and underwater mining.	The review of cooperation mechanisms that allow training those who are dedicated to fishing, to guarantee a correct exercise of the activity, highlighting the importance of guaranteeing sustainability, is verified as an opportunity. To integrate the activity with tourism, as an opportunity to show how fishing has been relevant in the development of coastal communities.
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Finally, the proposed classification of maritime interests within the framework of the legal implementation process of the blue economy in Colombia, constitutes a contribution that positively impacts the positioning of the country as a medium oceanic power, generating benefits for the economic and social stability of the nation in the future. and as a guarantee of an adequate use of resources for the general welfare.

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