

SYNTHESIS – COMMUNITY OF INTEREST
January 2023

A prospective web 2030 - 2050

Maritime transportation and infrastructures

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A BETTER WAY FORWARD





Stakes of a prospective web for the maritime sector

The sea and the oceans are now of interest to a growing number of actors who see it as an infinite source of economic opportunities. It is thus necessary to innovate for this and create the conditions for a reasoned exploitation of the maritime environment. Conflicts of use, legal uncertainty surrounding certain activities, the lack of regulations recognized by all raise fears of excesses that would prove catastrophic for the marine environment and consequently for all ecosystems, including terrestrial ones.

We are convinced, within Movin'On, that the maritime environment can be a place for sustainable innovations and that these innovations must be designed now by creating a convergence of views and interest between private and public actors, representatives of associations as well as the main international organizations. We are also convinced that these innovations must be located within a time horizon, depending on the challenges they address or the technologies on which they are based.

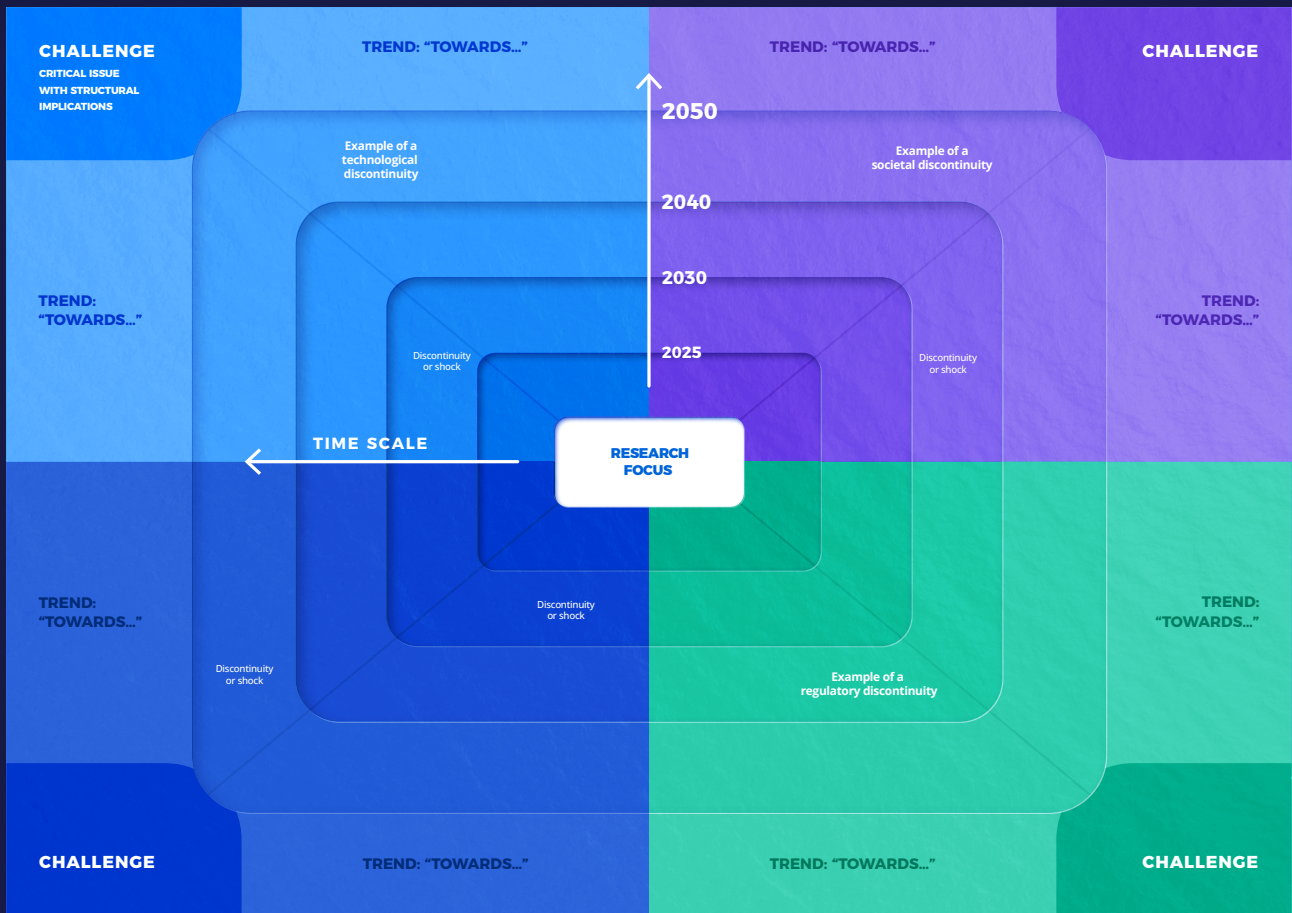
To meet these objectives, we have therefore initiated an approach called "prospective web" and which is based

on a tool, developed within Movin'On. Concretely, a prospective web consists of mapping the field of possible innovations, located over different time horizons and distributed according to the challenges to which they respond.

This type of approach seemed particularly suited to our objectives:

- It lends itself remarkably well to work in workshops. We conducted 8 between January and July 2022, which allowed us to identify the main challenges that the maritime and transportation infrastructures will necessarily face by 2050. Once this framework is in place, we have gradually identified the key phenomena (also called "discontinuities" or "shocks"), whether fully predictable or highly unlikely, that are supposed to structure each of these challenges. Finally, it remained to collectively evaluate those with the highest potential for sustainable innovations.

- It constitutes a framework conducive to the confrontation of points of view, an essential condition for thinking outside the box and putting ourselves in a position to design disruptive innovations.



Finally, the 4 main challenges we have identified are the following:

Achieving an energy transition that reconciles the need for mobility with respect for the natural environment, *which goes with the following structuring trends:*

- towards the deployment of new and eco-friendly energies
- towards the widespread use of new technologies to support this transition

Adapting infrastructure to new socioeconomic and environmental challenges, *which goes with the following structuring trends:*

- towards better adaptation to future socio-economic challenges
- towards a better integration of territories

Anticipating conflicts of use, *which goes with the following structuring trends:*

- towards adaptation to a world increasingly marked by crisis
- towards the need to build new regulations

Building a maritime governance adapted to the world's challenges, *which goes with the following structuring trends:*

- towards a better coordination among stakeholders
- towards targeted measures



PARTICIPANTS



NAGORE ARDANZA URTIAGA

Coordinator -
BILBAO PORT LAB, BILBAO PORT
AND ESTUARY FOUNDATION



BRUNO BOURDON

Head of Zero Emission Mobility -
MOVIN'ON



JULIA COPPLA

Open Innovation & Transformation -
BILBAO PORT LAB



FRANÇOIS DE KEULENEER

Environment Engineer -
DEME-Group



EMILIE ESPANET

Coalition for the Energies of the Future
in Transport and Logistics PMO -
CMA CGM



WILLIAM FAIRCLOUGH

Managing Director -
WAH KWONG MARITIME TRANSPORT
HOLDINGS LIMITED



PASCAL GOUMAULT

Sustainable Mobility programs
& partnerships Director -
MOVIN'ON



PIET HAERENS

Founder, Chief Soul & Strategy Officer -
HAEDS



PIERRE-YVES HARDY

Project Manager -
WWF France



CLÉMENT LAVIGNE

Corporate, Head of Environment
and Social Performance, Gas
Renewables and Power -
TOTALENERGIES



DEEPAK MEHTA

Ecosystem Developer -
MARITIME CAMPUS ANTWERP (MCA)



FABIEN MONIN

Business developer -
wind propulsion for maritime transport -
WISAMO BY MICHELIN



APARAJIT PANDEY

Associate -
SISTEMIQ



JULIE PEYRACHE

Investment Director -
BLUE OCEAN



AURÉLIE PONTAL

Partnerships Manager
& Corporate Engagement -
WWF France



VINCENT RIGAUDIAS

Sustainable mobility -
MOVIN'ON



PIERRE ROUSSEAU

Strategic Advisor Sustainable Business -
BNP PARIBAS



PEDRO ROCHA VIEIRA

Co-founder & Global CEO -
BETA-I

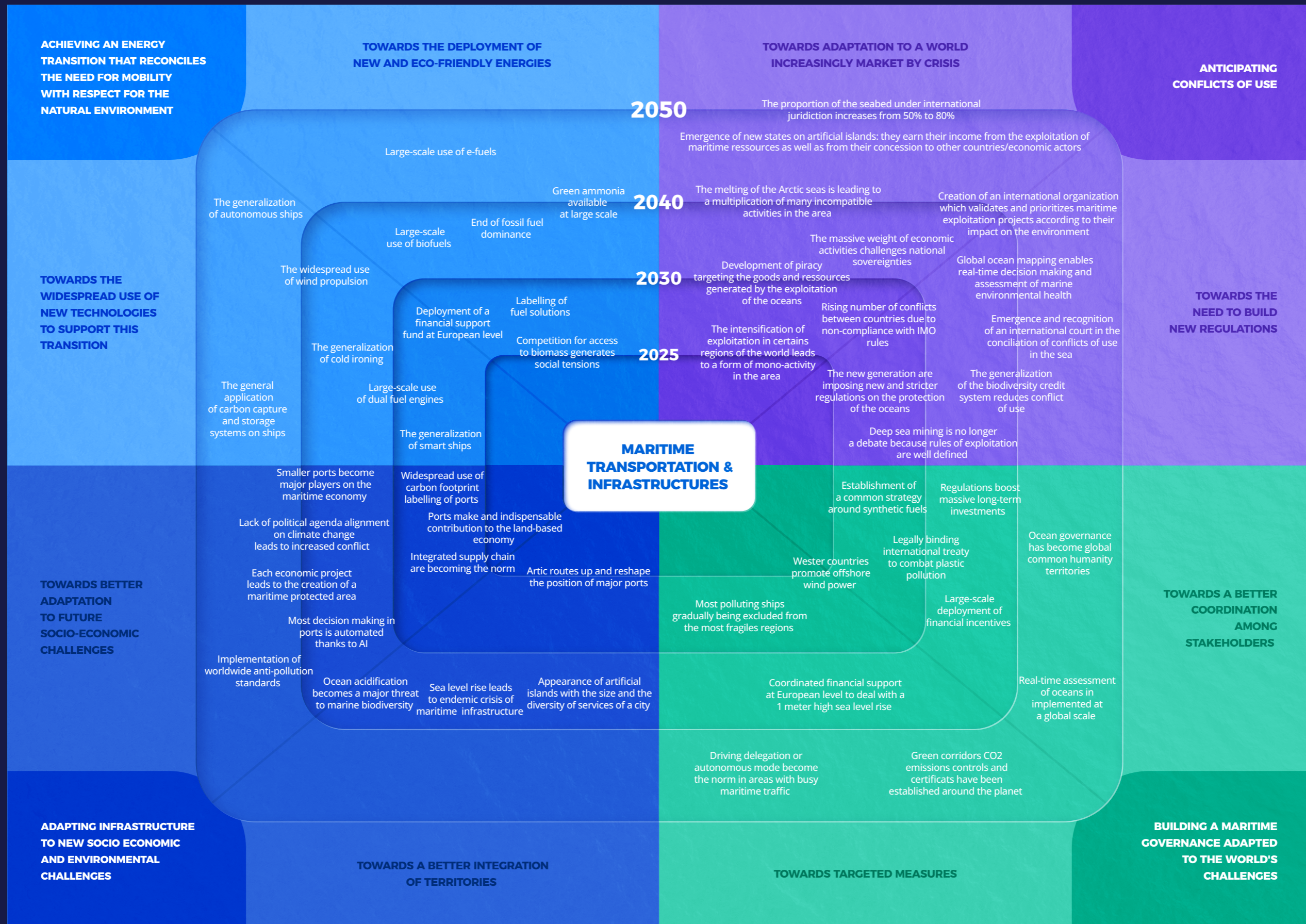


CHRISTOPHE STEVENS

Strategic Foresight Manager -
MICHÉLIN



THE MARITIME AND TRANSPORTATION INFRASTRUCTURES PROSPECTIVE WEB





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FROM AMBITION TO ACTION