

**PORTS AND MARITIME TRANSPORT IN TRANSITIONS:
INNOVATIONS, TERRITORIES AND CHALLENGES**

Maritime transport, port areas, and the supply chain are undergoing profound and multifaceted transformations. These include ecological challenges, digitalization and automation, the reconfiguration of port–city relations, shifts in social dynamics, and the resilience of systems in the face of disruptive, conflictual, or catastrophic events, among others. These changes are accelerating, often rendering their analysis more complex. It is imperative for all stakeholders involved, including maritime and port operators, policymakers, military actors, researchers, and others, to comprehend these developments in order to facilitate flexible and effective adaptation to the ongoing changes in the maritime and port system, both at global and local scales. Such understanding is also crucial to maintaining the fluidity of the global supply chain, a cornerstone of globalization.

The objective of the DEVPORT 2026 conference is to address these issues during three days of scientific discourse at the University of Le Havre Normandy (France), with the support of its partners. The conference is open to early-career researchers and to actors from civil society, and positions itself as interdisciplinary.

It is anticipated that communication proposals will encompass the following themes:

- (1) Technological innovations:** digitalization, automation, artificial intelligence, blockchain, digital twins. These advances enhance the efficiency of ports and maritime transport and open the way to applications such as autonomous vessels, pollution management, smart ports, wind-assisted propulsion, and the automated certification of cargoes, in particular containers. (Keywords: smart ports, blockchain, AI, automation, maritime technologies, tracking, compliance);
- (2) Environmental issues:** the management of emissions and pollution has become central to the maritime and port industry. Guided by increasingly stringent regulations, this transformation requires major adaptation, notably regarding decarbonization, with considerable costs for stakeholders. (Keywords: decarbonization, adaptation, marine pollution, international regulations, emissions, carbon footprint);
- (3) Logistical transformations and the reconfiguration of the global supply chain** have profoundly reshaped port systems. These changes impact the structure of maritime and port employment, as well as its sociological dimensions. The prevailing paradigm of port-city relations is undergoing a process of redefinition, characterised by an escalating dissociation across the domains of space, function and socio-economics. (Keywords: port transformation, maritime and port employment, port sociology, port–city relations, spatial dissociation, territorial reconfiguration);
- (4) The impact of changes in maritime networks on ports and regions:** The evolution of maritime routes, the formation of alliances between shipping lines, and the implementation of strategies of concentration or bypass are collectively reshaping the global and regional port hierarchy. It is evident that certain ports gain in attractiveness, whilst others become marginalised. These dynamics exert a direct influence on territorial planning, inland logistics flows, and the competitiveness of port regions within a globalised and highly competitive transport system. (Keywords: maritime networks, hubs, feeder, port hierarchy, regional effects, connectivity, over- and under-capacity.);
- (5) Territorial and port reconfigurations:** The processes of urban integration, the management of brownfield sites, land-use pressures and waterfront redevelopment all reflect an aspiration to achieve a harmonious reconciliation between port and urban spaces. These transformations are also part of a broader approach of coastal resilience to climate risks, involving trade-offs between environmental sustainability, urban attractiveness, and logistical efficiency. (Keywords: territorial reconfiguration, port brownfields, land-use pressures, coastal resilience, climate risks, environmental sustainability, logistical efficiency and shipbreaking);
- (6) Degraded functioning and resilience:** maritime lines, ports, and logistics systems must demonstrate resilience in the face of multiple disruptions. The growing interconnection of systems, intensified traffic, and the multiplication of crises (natural, human, or technological) complicate both safety and security challenges. Incidents such as the Ever Given or MSC Dali, the COVID-19 pandemic, and cyberattacks illustrate the sector's vulnerability and the need to strengthen prevention

and risk management mechanisms. (Keywords: cybersecurity, piracy, terrorism, conflicts, extreme events, crisis management);

- (7) **Geopolitical and economic impacts:** In the context of escalating tensions in Europe and the Middle East, the global supply chain is becoming increasingly vulnerable. The contemporary geopolitical landscape is characterised by a series of dynamic shifts, with the threat of strait closures, maritime militarisation, and the escalation of customs tensions and land conflicts with maritime ramifications, collectively reshaping the global balance. Freedom of navigation is a concept that is both constrained and instrumentalised, a phenomenon that has been particularly evident in the development of naval military industries. (Keywords: conflicts, economic warfare, straits, freedom of navigation, maritime militarization, naval diplomacy, reserve fleets, customs duties).
-

Submission guidelines:

Proposals are expected by 30 November 2025 via the conference website:
<https://DEVPORT2026.sciencesconf.org/>

They must **comply with the following format:**

- The name(s), affiliations, and email address of the authors. The first author will be the primary contact;
- A text of 300 words (including title);
- No use of footnotes;
- The text must be written in English. The presentation will also be conducted in English;
- The utilisation of artificial intelligence is permissible. However, it is imperative that this is disclosed. Its utilisation should be restricted to the correction, translation and editing of the proposal.

Selected proposals will be announced to authors by email **before 15 January 2026**.

Full papers are expected by 31 March 2026 (if the abstract has been accepted) with a maximum length of 8 pages including abstract, figures, tables, and references. A template will be provided later.

The titles of presentations will be considered final upon confirmation. The full program will be published on 15 April 2026.

The **conference will be held from 27 to 29 May 2026**.

The **registration fee is €200** for researchers and professionals.

Participation is **free for doctoral candidates** and students.

The presenters are responsible for covering their own travel and accommodation costs. It has been mutually agreed upon that the partners will provide financial coverage for the refreshments and the social events.

Participation in this programme will result in the issuance of a certificate.

One payment covers one participant with one paper. If co-authors wish to participate, they must pay the general conference fee. **At least one conference fee per paper must be paid by 6 April 2026** in order to present and publish the paper.