# Governing ecological transition: ports and land-sea interdependencies

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H2020 COASTAL
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## Problem and objectives

***Territorial decisions responding to climate change***

***Global pressures on ports to promote ecological transition of logistics***

How do public and private actors define ecological transition ?

Are actors seeking to 'govern' transition and if so through which measures and at which scale?

How is territorial interdependency reshaped?

## Conceptual approach and methods

**Interdisciplinary approach:**
political science & geography
**Conceptual relations:**
sector/territory & power/space
**Actors:**
social representations & governing strategies

***Territorial interdependency:***
dynamic tensions between people, nature and infrastructure; between administrative jurisdictions and ecological territories at different scales (Carter, Bouleau, Le Floch, 2020)

- Literature review and documentary analysis
- Semi-structured interviews
- Geographical mental mapping
- NVivo 11 software

**Ecological Transition Strategies** *(ports in Charente, France)*

**Proactive** → Port as political actor co-governing transition on land/sea gradient (La Rochelle)

**Reactive** → Port as local economic actor outside transition governance (Rochefort and Tonnay Charente)

### Land sea interface

**Port area**

- Green market and decarbonisation of logistics
- Reduction in trade in hydrocarbons
- Industrial ecology and industrial symbiosis
- Sustainability charter

**City port**

- Territorial project *"La Rochelle zero carbone"* as a political tool:
  - Transversal governing space to lobby on behalf of a shared zero carbon policy
  - Carbon capture compensation (wetlands)

### Sea

- Support renewable marine energies (wave & wind power) from port multi-modal platform (maintenance & construction)
- Modal shift: from road to port-to-port cabotage
- Engage in regional and state-wide governing initiatives (regional adaptation strategy ; maritime strategy)

### Hinterland

- Modal shift in hinterland: from road to rail transport (≈ 14 % to 25 % by 2020)
- Application for EU TEN-T network: enhance rail transport links at a European scale
- Build relationships with hinterland industrial actors (cereals, cognac) to broaden material flows: engage in territorial strategy

## Conclusions

- Medium-sized ports can become pro-active political actors influencing the governing of ecological transition, not only of the port area but also of the city port.
- In our study, port area actors make sense of ecological transition through developing de-carbonisation strategies. These promote reshaped territorial interdependencies between port activities, carbon emissions and logistics infrastructure.
- These territorial interdependencies are not only promoted at the local interface, but at a wider scale linking land and sea, confirming the importance of the hinterland in the analysis of green ports (Aregall et al, 2018).
- Zero-carbon strategies can build integrated local governance and pitch bioeconomic transition against local sustainabilty development (Mat et al, 2014). There are challenges extending this form of governance to regional and national scales managing end-to-end supply chain logistics.

**In line with its aim to inspire long-term coastal-rural synergies, COASTAL helps highlight how ports can promote new territorial interdependencies.**