



NEWSLETTER

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INTRODUCTION

The IMC IC is pleased to launch the publication of its second issue of the Newsletter. All newsletters are available on the IMC IC website in <https://cmi-imc.org/>.

BACKGROUND TO THE FOUNDING OF THE IMC IC

From a historical perspective, the planet has been navigated by numerous trade routes across its seas. Today, thanks to the advancement of knowledge and the implementation of new maritime infrastructures, it is possible to use maritime trade corridors with more efficient flows of goods. Each corridor has a history of trade relations and its own technical and technological developments, among which we now find corridors that are much more advanced than others in terms of logistical and technological performance. Some of these maritime corridors are veritable highways and technological crossroads of international transport.

We are now witnessing a significant industrial and societal evolution due to digitalization, new technologies, and the energy transition. Intelligence must be implemented in all segments related to transport activities, from the source of a product to the final users and traders: ports and terminal operators, ships, pilotage and navigation, local and international maritime traffic management, logistics chains for the supply of goods by means of intelligent transport.

Financial, technological, environmental, safety and security, interoperability, and supply chain resilience issues are weighing heavily on the global economic market, forcing major players in the maritime industry to review their business models. We must design new propulsion systems for ships, as well as develop new technological solutions that will enable greater advancements in intelligent systems. We must aim to reduce operating costs, decrease fossil fuel consumption, gradually adopt green and renewable energies, and accelerate the adoption of disruptive technologies, such as robotics and artificial intelligence.

Strategic alliances are being created on the global chessboard of the maritime industry. New business solutions are proposed to develop creative synergies, acquire new expertise, initiate new projects, introduce new products, establish new standards, and provide new services at the cutting edge of knowledge and communication technologies, digital technology, and artificial intelligence. These new alliances between shipyards, shipowners, port authorities, and national government regulatory bodies constitute fertile industrial innovation ecosystems in terms of new experiments, collaboration, information sharing, collective testing of concepts and decision-making instruments.

Several noteworthy innovation initiatives are now references that influence decision-making, particularly those of prominent asset managers who are now placing climate change and sustainable development at the heart of their responsible investment decisions in the most promising innovation ecosystems.

Since 1964, more than six decades ago, IMO member countries have been working to develop the conditions for the deployment of next-generation, intelligent and autonomous ships. In recent years, however, the challenges of decarbonization and the optimal adoption of new communication and digital technologies have led the IMO and several other international organizations to accelerate the pace of work in this promising area of business for governments and industry.

The qualitative and quantitative assessment of the potential market of the new international maritime economy of the 21st century, based on current scientific and technological advances, is risky. Nevertheless, well-informed analysts turn their attention to the dynamics of the multiple innovation poles, most of which are established within the Asian and North European maritime corridors, to put forward figures and their list of the best in the leading pack.

The five most dominant and attractive maritime cities in the global innovation market are Singapore, Rotterdam, London, Shanghai, and Tokyo. The most innovative maritime companies listed in the world in 2024 would generally be from these same continents. The global financial market for the research and innovation industry, including the design, construction, and operation of more intelligent and more autonomous next-generation ships, is projected to be valued at \$US 85 billion in 2020 and \$US 165 billion in 2030, with an annual growth rate of 6.8%.

Obviously, the stakes in terms of business opportunities and economic development are considerable for countries or regions that are among the most advanced on the international scene. The leadership race has been underway internationally for several years to capture the economic potential of this new market, and Canada can already position itself with the IMC IC to participate actively and take full advantage of it.

The IMC IC continues its collaboration with the SLGO Board of Directors

The IMC IC is particularly proud to continue its collaboration as an associate member on the Board of Directors of the St. Lawrence Global Observatory (SLGO). It should be remembered that the SLGO is a member of the IMC IC and actively participates in its strategic work:

<https://www.linkedin.com/feed/update/urn:li:activity:7368651830332944385/>

The IMC IC continues its collaboration within the Blue Sky Maritime Coalition

The IMC IC is also proud to continue its collaboration with the OCMC's Blue Sky Great Lakes Green Shipping Corridor Working Group. Of particular interest was the webinar "*Crowdsourced Bathymetry and Channel Condition Forecasting*" presented by the Water Institute.

<https://www.bluesky-maritime.org/what-we-do>

The IMC IC becomes an associate member of Canada's Ocean Supercluster (SOC).

The IMC IC intends to collaborate in the outreach and work of Canada's supercluster networks. On August 6, 2025, the IMC IC became an associate member of the SOC, thereby joining a network of 600 members.

<https://oceansupercluster.ca/fr/membres-associes/>

The IMC IC continues its work on the Digital Twin Strategy Table

This multidisciplinary working group comprises experts from various fields, including maritime transport, data science, pilotage, traffic management, port logistics, cybersecurity, technology, and research, both governmental and non-governmental. The Table met for the first time on June 26 (Newsletter #1) and subsequently on three additional occasions: July 8, August 21, and September 16. Its short-term objective is to clarify its terms of reference and formulate strategic orientations to clearly set out the challenges and actions necessary for the concerted development of an intelligent maritime corridor, supported by an integrated ecosystem of digital twins. For the analysis, the Table focuses its reflections first on the Great Lakes and St. Lawrence binational corridor. A progress report will be submitted to the members of the IMC IC in the coming weeks.

For more information: Mr. Alain Godard, administrator and leader of the alain.godard@cmi-imc.org project

The IMC IC is once again going on an international mission

The IMC IC participated in its first international mission in 2023. The aim was to speak and build international relationships at the *Autonomous Ship Technology Symposium 2023*, which was held from June 20 to 22 in Amsterdam. For a second occasion, a delegation composed of the Chairman of the Board and members of the IMC IC (TRPA¹ ; NCEMP²) is undertaking a European mission from October 6 to 10, 2025. The mission will include several bilateral meetings in Antwerp as well as at the conferences of the "*8th International Conference on Maritime Autonomous Surface Ships (ICMASS)*" and "*1st Intelligent and Smart Shipping Symposium (ISSS)*" which will be held jointly in Hamburg, from Wednesday, October 8 to Thursday, October 9, 2025. These opportunities for exchanges with academic, government and industry experts will allow members to enrich their knowledge and the IMC IC to expand its network of partners in support of transatlantic collaborations in preparation for an upcoming IMC IC Strategy Table.

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¹ Trois-Rivières Port Authority

² National Centre of Expertise on Marine Pilotage