

	10:30am – 12:00am	1:00pm – 2:30pm	3:00pm – 4:30pm
31st January - The European shipping day	HOW TO ADDRESS THE ISSUE OF OVERCAPACITY? TOPICS → Low freight rates, dry bulk and container crisis, bankruptcy: these are all obstacles that the international and European shipping industry needs to overcome. How can the current trend be reversed to return to a healthy, dynamic market? What changes are being made by the sector to surmount these obstacles? Can European shipbuilders emerge stronger from this period of obstacles?	COMPETITIVENESS: EUROPE STILL STUCK IN THE MIDDLE TOPICS → 2017 will be the European year of shipping: what expectations do the key economic figures have in terms of renewed European competitiveness? How can we build a shipping Europe without distorting competition? Does the future lie in a European pavilion?	SHIPPING AND INNOVATION: WHAT ARE THE SOLUTIONS FOR A NEW ECONOMIC MOMENTUM? TOPICS → Shipping is one of the most innovative industries, both in terms of achieving successful energy transition and improving navigation security. There are many current and future projects: new propulsion methods (LNG, methanol, hybrid, etc.), from new on-board equipment to improve vessel energy efficiency, to the question of navigation automation. Subjects that, while often synonymous with new competences and new jobs, are responsible for the economic future of the sector.
1st February - The European flow energies day	FLOW ENERGY IS ALREADY WELL-ESTABLISHED IN EUROPE, BUT TO WHAT EXTENT? TOPICS → What is the influence of maritime, river and estuarine flow energy on a continental scale? What is its position in relation to the rest of the world? Does it benefit from sufficient support in terms of national and European policies?	MARITIME, RIVER AND ESTUARY: A MULTIFACETED ENERGY WITH MAJOR ECONOMIC STAKES TOPICS → What are the economic issues? What are the financial implications? What are the market solutions?	WHAT IS THE ROLE OF FLOW ENERGY IN THE FAMILY OF MARINE RENEWABLE ENERGIES? TOPICS → Can flow energy benefit from the offshore wind power experience?
2nd February - Ships and electrical solutions	DIESEL-ELECTRIC: FOR WHAT RANGE OF SHIPS? TOPICS → The diesel-electric sector has gradually expanded to cater to a wide range of vessels: large fishing boats, supply vessels, certain military vessels, liners... We can see the solution being applied to smaller size vessels: advantages / disadvantages. What are the consequences in terms of security, onboard competences, managing energy consumption? What are the consequences in terms of options for propulsive devices (blades, pod, propeller...)?	COLD IRONING AND SHORESIDE POWER: WHAT SCHEDULE AND WHAT STANDARDS? TOPICS → The development of ports requiring the complete shut down of engines during stopovers such as the example of California; the issue of onboard equipment standards; onboard or shoreside power requirements; scale of investment; known examples; latest developments in France...	THE ALL-ELECTRIC VESSEL, WHAT ARE THE RECENT DEVELOPMENTS? TOPICS → The electric option in the face of hydraulics for tackle and control panels; generating and storing energy (fuel cells, super condensers, batteries, photovoltaic-type annex productions); overall energy management in the face of different phases of power demands; energy gain factors (LEDs, low-voltage networks)...