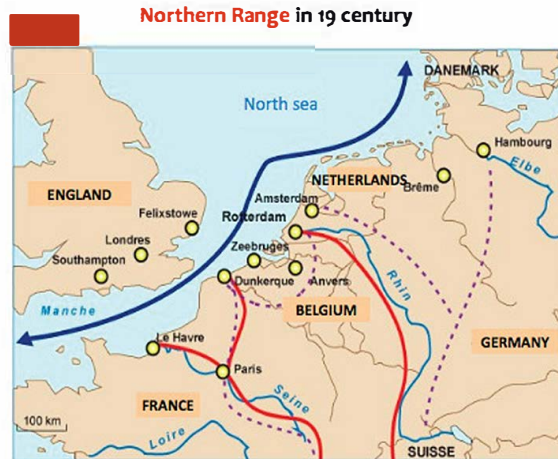


Productions d'élèves

European Commercial Ports

Europe's major commercial **ports** have played a decisive historical role in the process of opening up large parts of the world. Today they are important sites of globalisation. These **ports** have evolved into highly developed, increasingly complex structures. Furthermore, the rise of Atlantic trade arrival of the industrial era brought profound changes in the hierarchy of European ports.



The Northern Range, a maritime axis on a world wide extent

- Major maritime axes
- Main ports of the Northern Range

The Rhenish axis, main centre ground

- Rivers and inland waterway
- Highway
- Closed rivers

QUESTION

- DOC 1:** What are the main ports of the Northern Range? What does the blue arrow correspond to?
- DOC 2:** Name four out of the top 10 world container ports in 2016?
- DOC 3 & 4:** Looking at the map and the images, describe the evolution of the port of Rotterdam.
- DOC 5:** Listen to the interview and write down how where the ports characterized in the 19th century?

Top 10 world container ports in 2016

| Rank | Port |
|------|-----------|
| 1 | Shanghai |
| 2 | Singapore |
| 3 | Shenzhen |
| 4 | Ningbo |
| 5 | Hong Kong |
| 6 | Busan |
| 7 | Guangzhou |
| 8 | Qingdao |
| 9 | Dubai |
| 10 | Tianjin |

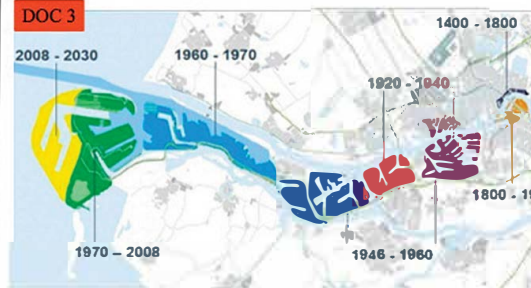
Source: Government data

PORTS: A port is a natural or artificial shelter equipped to receive ships, for the loading and unloading of their cargo.

Northern Range: The concentration of the main European ports aligned along the Southern coast of the North Sea, being of use as maritime facade to a vast territory centered on Europe Rhenish.

CASE STUDY

The evolution of the port of Rotterdam (Netherlands):



► The evolution of Rotterdam begins in 1400 with a port at the heart of the city and the end of the evolution is planned in 2030. The expansion of the port got closer and closer to the sea.

Scan the digital code to hear the interview between a journalist from a TV show and a historian specialized in commercial ports.



These are images of the port of Rotterdam before and after



► The port of Rotterdam before in 1856 Source



► The Rotterdam port now Source

Here is an interview between a journalist from a well known TV show and a historian specialized in commercial ports.

-Hello, my name is Rose Jackson, I'm a journalist from the History Channel where the past come alive, this is our guest is Sophia Colman, a historian in the university of Oxford.

So hello Sophia, How are you?

-I'm fine, I'm happy to be here.

-Great, this week our theme is European Commercial Ports. So Sophia I'm going ask you a couple of question on this subject.

-yes go ahead

-So, first can you tell me the definition of what a port is?

-A port is a natural or artificial shelter equipped to receive ships, for the loading and unloading of their cargo.

-How were the ports characterized in 19 century?

-The commercial ports were "without port" because they were harbour with very little equipment in which ship could be grouted or mores.

Productions d'élèves

The Europeans urbains ports

Introduction :

According to the french dictionary *le Petit Robert*, a port – from the latin *portus* – is a « natural or artificial shelter equipped to receive ships, for the loading and unloading of their cargo'. At the heart of the process of globalisation, ports are interfaces or zones of contact between different spaces.



Your turn :
Complete this map writing the name of the Europeans urbains ports of today.
Help you with this :
<http://ports.com/browse/europe/map-view/>

Exercice :

With your partners, imagine an interview with the help of this website :

<https://ehne.fr/en/article/europe-europeans-and-world/ports-tools-european-expansion/european-commercial-ports> and this picture :



Your turn :
Complete this interview with this Qrcode :



J : Hello, nice to meet you I'm James Parker a journalist of CNN. Welcome Edward Palmer.

H : Hello thank you

J : Today Mr Plamer will talk about ports. To begin what were the characteristic of the urbain port on the 19 century ?

H : The characteristic of the urabain port in the 19 century was that they often had oblique quays , simple slipways and very little equipment.

J : Ok and, wath was the reason of the divorce between the hearts of cities and their ports ?

H : The reason was the growth of sea trafic and the growth of boat because they can not back to the hearts of the ports.

J : Well, what happened to the city of Bruges in the ?

H : The city of Bruges fell into declin from the 16th century onwards because of the silting up of the Zwing and the declin of it cloth industry.

J : Ok, what is the solution for stop the decline of these cities in the end of estuary ?

H : For the port at the end of estuary the solution was the

J : What are the reasons of the spectacular rise in shipping tonnage ?

H : It's the transition from sailing ships to steam power with the down of the industrial era.

J : What is the first port in great britain to be equiped to wet docks to accommodate these ships ?

H :It's in

J : How was the railway played an important role in 19th century ?

H : He played an important role for the balance between maritime and inland transport .

J : What kin changement influd the 20 century ?

H : It is the process of continually extending the facilities of major ports : land reclamation, the construction of warehouses, the improvement of access channels and the growing specialisation of sites trought the creation of terminals.

J : What was the difference between the main port and other ports ?

H : The main port kept the most costly and for itself, while the other ports catered for coastol navigation for supply and short-range redistribution.

J : Well, and last but not least, what caused the overturned of the hierarchy port ?

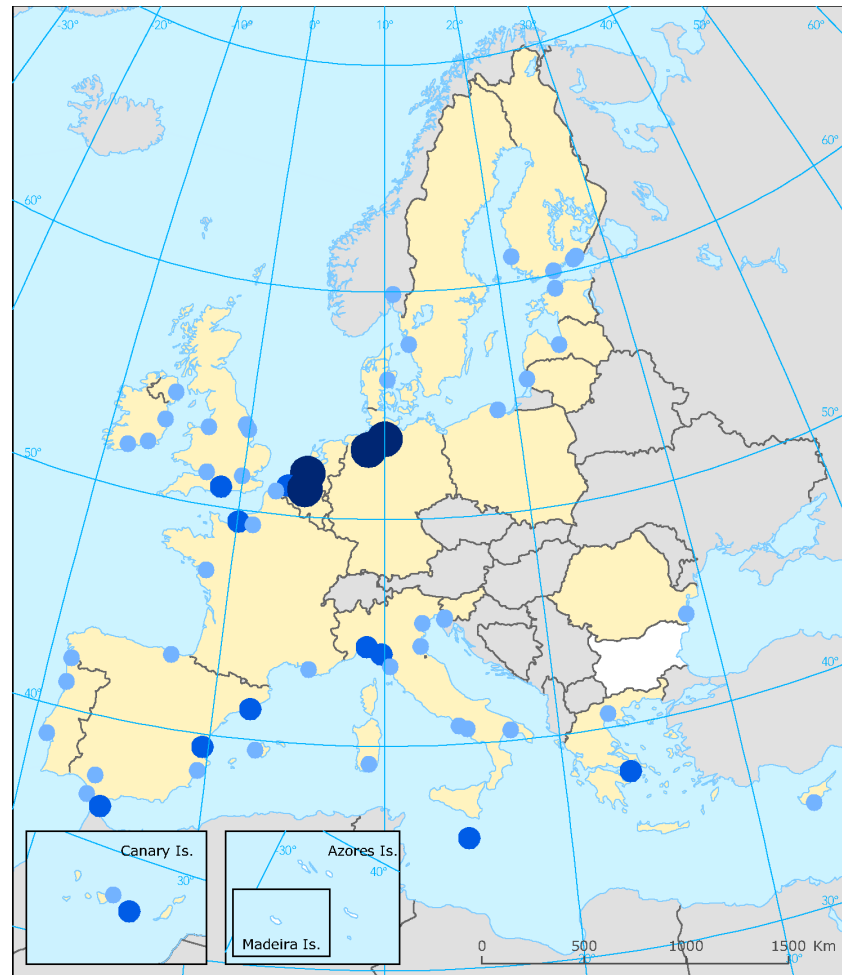
H : It's that the port of the Atlantic coast wich had benefitted from their advantageous geographical found themselves relatively far away from the continent's main industrial regions.

J : Ok thanks for this interview and bye bye.

H : Bye bye.

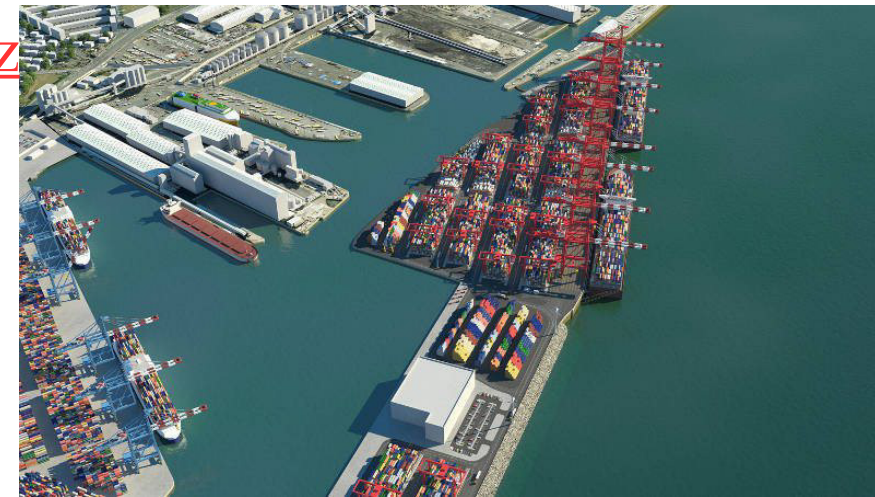
The european commercials ports

A port has to load and unload goods commercials, they are very important in the globalisation because they accommodate ships all over the world.



Doc 1
Map of europeans ports in 2003
Source : https://www.eea.europa.eu/search?sort_order=reverse&b_start:int=6892&sort_on=Date&Creator=alec

Case study



Doc 2
The actual port of Liverpool
Source : https://www.porttechnology.org/news/liverpool2_to_open_late



Doc 3
The port of Liverpool in the 19th century in England
Source: Original Etching by Weber, retouched by Hildibrand, 18

Hello, everybody ! Welcome to a new interview. So, today we welcome Thomas to talk about the history of ports through centuries. First, can you explain what is a port ? Please.

Ports are interfaces or zones of contact between different spaces.

Thanks, what kind of facilities are there in a port ?

Urban ports only had quays and simple slipways.

How the ports have evolved during centuries ?

At the very beginning , they were just a shelter for the loading and unloading of their cargo, we called these ports « without a port ». Then, at the end of the 19th century, the average of tonnage increased and they made wet docks to accommodate these ships. After that, they made landerwarehouses and mechanical cranes with railways for the the continuity between land and sea thanks to vast hinterlands.

Listen the Interview :



Questions :

- 1.(doc 2 and 3) Describe the pictures
2. (doc 2 and 3)Differences between the two pictures
3. (doc 1) What is about ?
- 4.(doc 1) Wich are the biggest ports ?

Vocabulary :

Accommodate : to provide with a place to live or to be stored in

Globalization : the increase of trade around the world, especially by large companies producing and trading goods in many different countries

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