

Containing the Containers!

Southampton Port's role in container shipping

Student Introduction - you will study:

- ▶ What containerisation is
- ▶ Current container facilities and movements at Southampton Port, including the new SCT5 development
- ▶ Future trends and the proposed port expansion at Dibden Bay.



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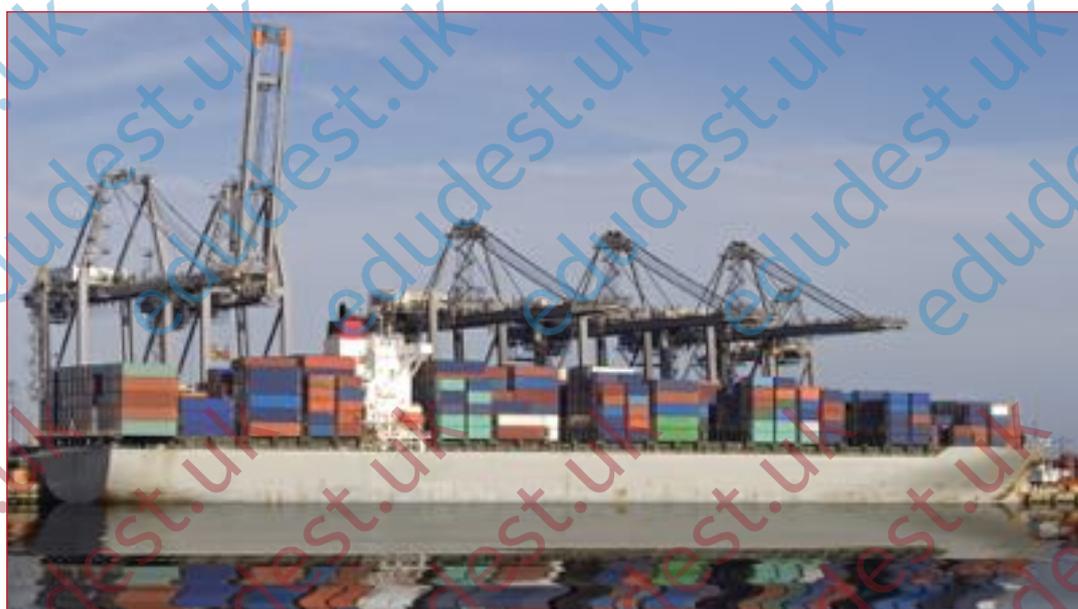
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Read and complete the tasks which follow.

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What is "Containerisation"?

Any ideas what this term might mean? Use the image as a clue!



How did you do?

The term “**containerisation**” describes a system of standardised transport, which uses a **standard size** of **steel container** to transport goods around the world. The containers can be **easily transferred** from ships to lorries or trains, making **transport** of goods over large distances **cheaper** and **more efficient**.

Now, in more detail...

Containerisation isn't a new idea - as early as 1792 standard sized boxes were being used to transport goods between horse-drawn and rail transport.

Modern containerisation, as we know it (i.e. big ships piled high with huge metal containers) began with a man called Malcolm McLean from the USA. He had just bought a steamship company and wanted a method of quickly and simply moving cargo from trucks onto steamers.

Originally he came up with the idea of moving entire trucks with their cargo still inside without having to unload their contents, and so the container idea came into being. This was in 1956, and on 23 April 1966 the first international voyage of a container ship, the *Elmwood*, departed from Port Elizabeth in the USA to Rotterdam in The Netherlands carrying 236 containers.



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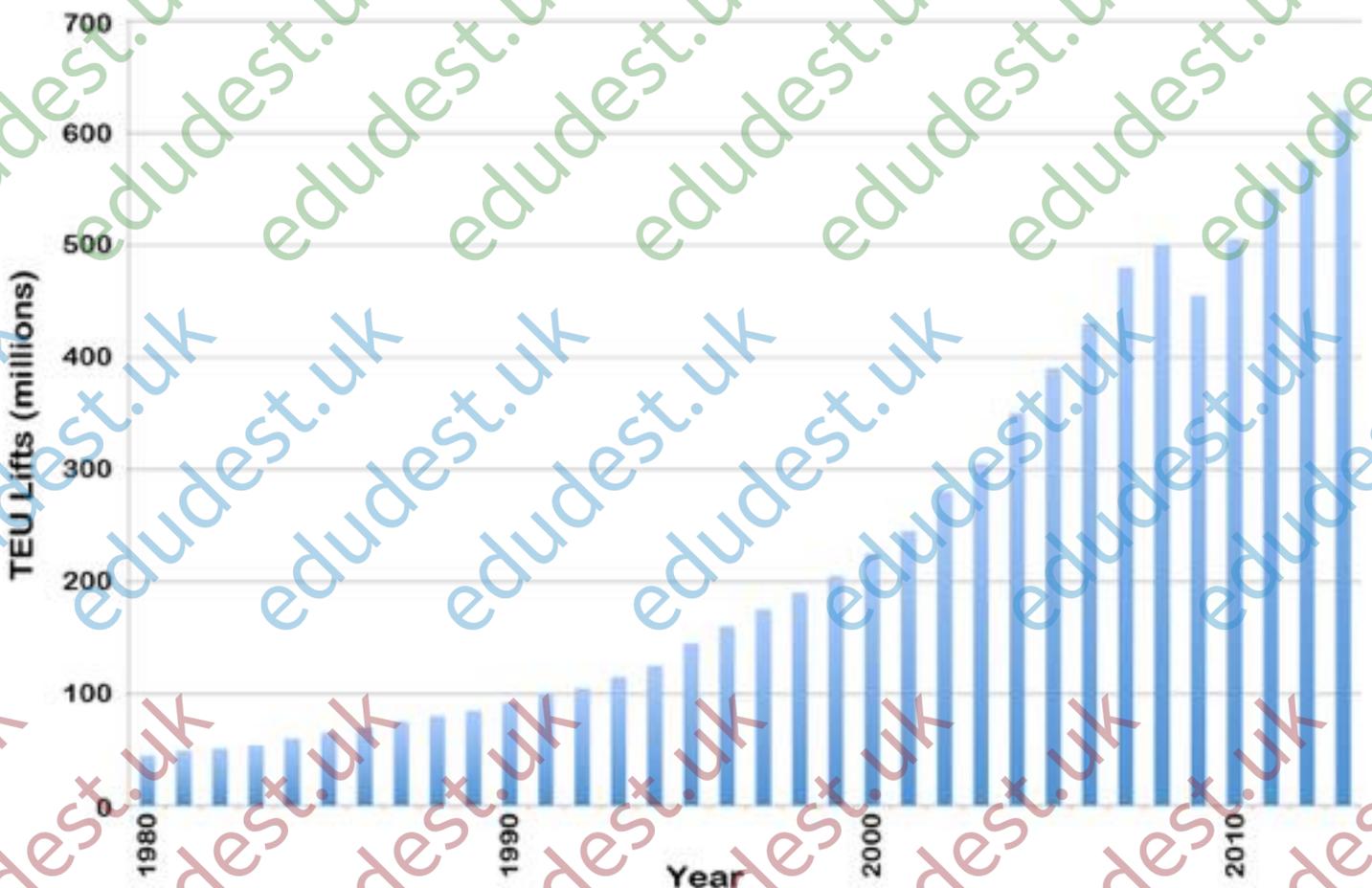
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international trade. The container ship made shipping cargo cheap and changed the shape of the world economy. Sleepy harbours transformed into the front ranks of the world's ports and brand new ports, such as Felixstowe in Kent, sprang up from nowhere.

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Activity: Examine the figure below. Use it to describe the growth in containerisation.



Extension

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Can you **explain the reasons** for growth in containerisation? Hint: think **globalisation**

Use the key terms below to help you.

KEY TERMS:

The increased **interrelationships** (links) that exist between different parts of the world, e.g. through trade.

Technology has opened up the world by 'reducing' the distance between places, making everywhere seem closer and more **interconnected**.

TNCs (**Trans National Corporations**) are spread across the world, and this has been made possible by relaxed trading laws, increased provision of more rapid international transport (e.g. container shipping) and developments in **communications** (email, phone, fax).

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SCT5 Goes Live!

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On 31st March 2014, four time Olympic gold medal winner Sir Ben Ainslie officially opened SCT5 - a new container facility at Southampton Port.

Watch the two short video clips via the link shown below, and complete the "True or False" exercise which follows.



For all of the links required to complete this exercise, visit www.edudest.uk/followup and type this document's code **10726**

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Circle the correct answers:

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- SCT5 can accommodate the **18,000 / 16,000** TEU container ships just coming into service - the largest vessels in the world
- The 'Marco Polo' container ship can carry **10,000 / 16,000** containers
- If you placed all the containers from 'Marco Polo' end-to-end they would stretch for **60km / 60 miles**
- Southampton port handles **1.5 million / 1 million** containers each year
- The productivity at the container port has increased by **30% / 13%** in the last **3 years / 5 years**
- The turnaround of containers takes **less than / more than** 30 minutes
- **99.9% / 99%** of containers are loaded onto trains on schedule
- **Customers are able to track their orders & goods from ship to shore / customers are not able to track** using GPS.

Extension Activity: SCT5 Promotion!

Design a leaflet, poster or short video to promote SCT5, based on what you have learned (and perhaps a little bit of independent research!)

Come up with your own scenario for the audience you wish to address with your campaign. For example, you might be pitching Southampton as the port of choice to a large Asian electronics manufacturer who is currently using a different route.



ON THE FERRY

Back at school you learned about the history of containerisation, and about the new SCT5 development at Southampton Port. You are now going to be able to see some of the container facilities from on board your Red Funnel ferry.

You will also be able to see the 'strategic land reserve' that Associated British Ports (ABP), who own and operate Southampton Port, want to develop. This is called 'Dibden Bay' and you will learn all about it shortly!

Activity: See It - Snap It!

When you first board the ferry, or when you are approaching the end of your return crossing, you will be able to see first-hand the port facilities at Southampton.

Assuming you are on your outward journey from Southampton to the Isle of Wight, when you board the ferry you will see port



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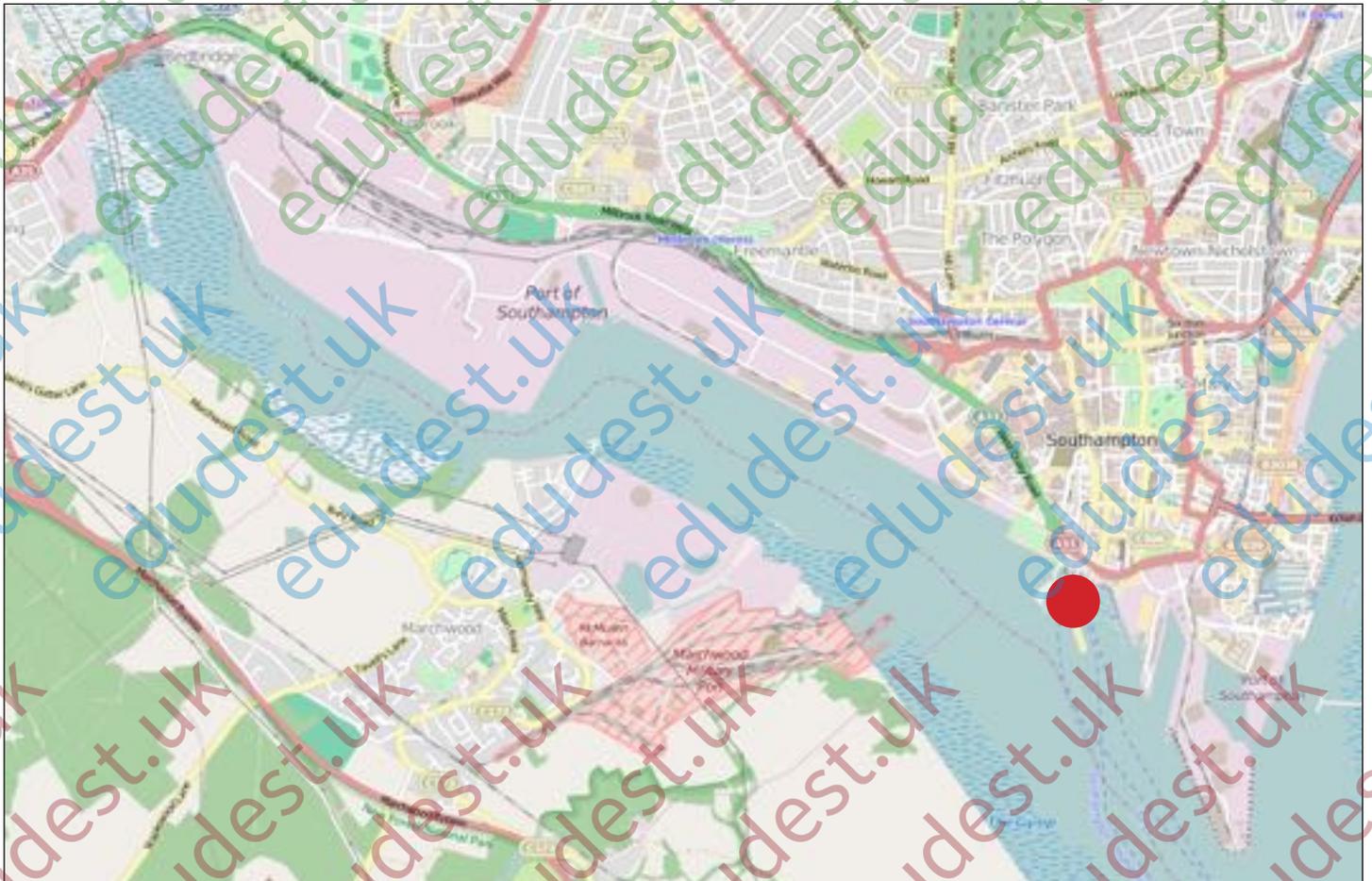
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Take pictures of the container port and any other port facilities that you come across on your journey. You'll usually see at least one during the crossing. You can also take pictures of any other port facilities that you see, e.g. RoRo (Roll-on, Roll-off) vehicle facilities.

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Whenever you take a picture of the port facilities, mark its location onto the map below. The port areas are shown in pink. The ferry terminal is the red dot.

Map of the port



Dibden Bay

Associated British Ports, who own and run Southampton port, acquired land at Dibden Bay in the 1960s with a view to future port expansion. Between 2000 and 2004, ABP applied for a new container port to be built at Dibden. The public enquiry lasted 66 weeks and looked into issues of need, alternatives, conservation, erosion, fishing, navigation, access, pollution, archaeology and human rights. It was an exhaustive enquiry!

However, in 2004 the government rejected the proposal and permission was denied. ABP maintain that the Dibden Bay development will take place in the future and a 'strategic land reserve' of 800 acres is held for future port expansion.



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- ✓ Imagine you are one of these people!
- ✓ As you pass the proposed development site (see the map) complete the table below to summarise what you think are the main arguments against this development.

Main Argument / Point	Explanation

Activity: Photographic Evidence

You also need to get some photographic evidence to back up your arguments opposing the development. From the ferry, take pictures to illustrate your views.

Hint: One of the main arguments was that the development would adversely affect the environment of the estuary - so try to take some pictures of the natural environment and ecosystems.

Activity: The Other Side of the Story

As always, there are two sides to every story, and ABP want to develop this area for good reason. Also, some local people were in favour. *Let's find out why!*

"We, here
at ABP, want to see Southampton Port

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and the new infrastructure improvements to road and rail would also benefit local people."

Fig. 1 - ABP Ports

"I'm in favour of this proposal. This area needs new opportunities, and I see this development as an investment into the area. The operations at the new port would create a huge number of much-needed jobs for local people, and the increased affluence of local people would, in turn, boost the local businesses and economy.

Environmentalists argue that the development would spoil this pristine environment, but have they taken a look at Southampton Water lately? It's one of the most built-up estuaries in the UK, with residential areas, recreational facilities, existing port facilities and that's not to mention the huge Fawley site. This is needed, and it will happen sooner or later!"

Fig. 2 - Local Resident

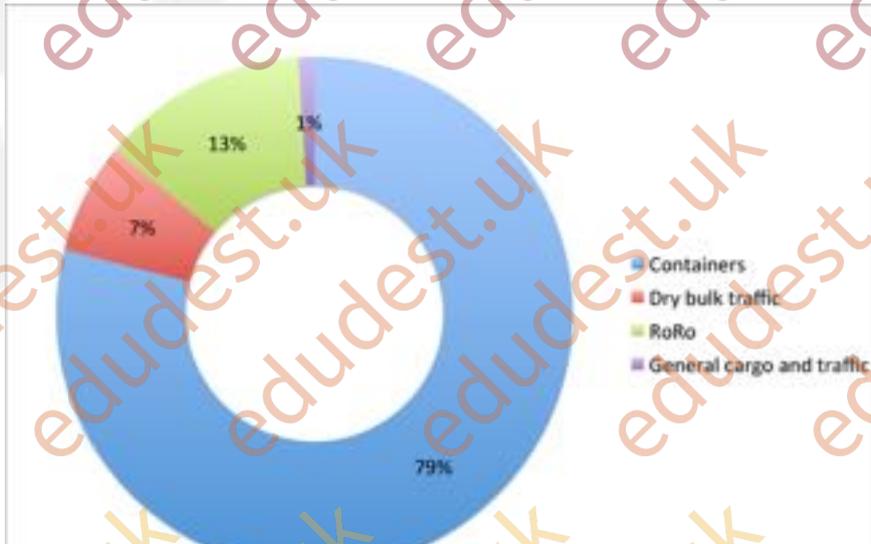
Fig. 3: Forecast demand for container capacity at Southampton Port (from ABP 2009-2030 Master Plan)

Year (000 units)		2005	2020	2030
Containers	TEU (*)	1,382	2,694	4,204
	Tonnes	7,625	14,947	23,325

*TEU = Twenty Foot Equivalent - the industry standard measure of container capacity

Fig. 4: Chart showing the importance of containers as overall port traffic (2007 data).
Source: ABP 2009-2030 Master Plan.

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Using all four figures given, summarise the key arguments in favour of the Diben Bay development below:
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BACK AT SCHOOL

Post-Visit Activity: Dibden Debate!

You will hold a class debate on the future of Dibden Bay. Your teacher will divide you up into those FOR the development and those AGAINST it.

You have already learned a little about the development which you can use, and you should also use the web links provided below and your own independent research to help you construct your arguments.

When you are ready, your teacher will chair the debate and will reach an overall conclusion as to which 'side' presented the best, most convincing arguments.



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