



Jane
Goodall
Institute

Learning Resource



A Tale of Two Ports

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A Tale of Two Ports



SCAN ME

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London Gateway in Essex is the newest and most advanced container port in the UK. Jebel Ali in Dubai is home to the biggest and busiest port in the Middle East. Separated by thousands of kilometres, what do they share in common and what sets them apart?

In this activity you and your students will:

- ▶ Learn about the founding, development and present day operations of the ports of London Gateway and Jebel Ali.
- ▶ Compare and contrast the two ports.
- ▶ Speculate what the future holds for each port.

Objectives

Learn how regional and global pressures shape how cities and nearby communities develop.

What do I need to make it work?

For this activity, you'll need:

- ▶ Flipchart/poster paper.
- ▶ Pens.
- ▶ Post-it notes in various colours.
- ▶ Access to the internet for further research.

What things will my students create?

- ▶ A wall display comparing the ports of London Gateway and Jebel Ali.

Introducing the ports

London Gateway in the UK and Jebel Ali in Dubai, UAE are both home to important cargo ports. In this section you will learn about the founding, development and operations of both ports

Below you will find a potted history of each of the two ports, along with some suggested links where you can start researching more. There are various ways that this can be presented to the students, but one possibility is as follows:

- ▶ Split your students into two groups. Assign London Gateway to one group and Jebel Ali to the other.
- ▶ Give a copy of the corresponding potted history to each group. We've put them on separate pages in this resource so they are easy to print out separately, and you can find separate PDF downloads

of each one on our links page at bit.ly/3nA8505 if you prefer to distribute them electronically.

- ▶ Each group should read through their potted history – we've also provided a few questions at the end of each one to help check understanding. Older students are encouraged to research further independently, with the links provided as starting points.
- ▶ Each group can then prepare a short presentation on their port to the other group, perhaps including a short Q&A session at the end.



Photo by Ellis Garvey on Unsplash

London Gateway



Maersk ships in at London Gateway by Nick Strugnell, via Flickr. CC BY 2.0 licence <<https://creativecommons.org/licenses/by/2.0/>>. bit.ly/36pMDVC

When and why was it founded?

Built on the tidal River Thames, archaeological finds show that the UK's capital city of London has been a port since before written records began. The earliest evidence of sustained port activity from the Roman era shows that ships unloaded right by the location of the present day London Bridge. Since then, port activity has gradually moved further downstream to both accommodate larger ships (which require deeper water) and to allow the city itself to expand.

The area now known as Docklands in East London was the centre of activity in the 19th century, when London is believed to have been the busiest port in the world. The move downstream did not stop there though, and by the 1990s most of the Docklands ports closed and activity was centred around oil and gas terminals in Kent and Essex and the new container port at Tilbury, Essex.

In the 21st century things have changed again. After lying dormant for around 10 years, the site of the Shell Haven oil terminal on the north bank of the Thames in Thurrock, Essex has now been redeveloped and expanded to become the London Gateway container port and logistics park.

How has it developed?

Construction on London Gateway started in February 2010 and the first parts of the port opened for business in 2013. Although mainly built on an existing brownfield¹ site, construction of the site posed an unexpected environmental challenge as the site had been partially reclaimed by wildlife, including over 600 adder snakes, 300 water voles and about 5,000 great crested newts! These were all relocated to a newly expanded nearby nature reserve over the course of 4 years.

Since opening, the port has steadily expanded from processing 300,000 TEU² in 2014 to 1.8million TEU in 2021.

¹ A brownfield site is one that has previously been developed but is no longer in use. This is opposed to 'greenfield' which is a term for completely undeveloped land.

² A TEU is the equivalent volume to a standard 20ft (6.1m) shipping container.

The port today

London Gateway (which is operated by the company DP World) is already the most technologically advanced and fastest growing container port in the UK and also offers the biggest on-site warehousing and logistics facilities in Europe. These on-site facilities combined with the presence of a rail terminal and road connections allow the port to serve the vast consumer needs of London and the South-East of England in a more eco-friendly way than before, as on-road transport by relatively small vehicles can be drastically reduced.

The port currently has 3 berths spread along 1.25km of quayside, and has space to expand with demand. It also boasts the tallest quay cranes in the world, at a massive 138m tall!

Questions



1. Where in London has the first evidence of a port been found by archaeologists?
2. What was the site of London Gateway used for before being developed into a container port?
3. Which rare species had to be relocated as part of the construction?
4. When did London Gateway first open?
5. How many TEU did the port handle in 2021?

Learn more

- ▶ Want to learn more about the London Gateway? Here are some links to start you off:
- ▶ Wikipedia article on the Port of London and the move downstream: bit.ly/3u41U6S
- ▶ Wikipedia article on London Gateway: bit.ly/36kxiWt
- ▶ London Gateway's official website: bit.ly/37sGQza
- ▶ Evening Standard article on the wildlife relocation: bit.ly/3KlqMI2
- ▶ For older students: Archaeological report on the London Gateway site: bit.ly/3CP7Lkh

The Port of Jebel Ali



Imre Solt, CC BY-SA 3.0 <<http://creativecommons.org/licenses/by-sa/3.0/>>, via Wikimedia Commons. bit.ly/3r7FTbB

When and why was it founded?

In the 1960s, the city of Dubai became very important in the global trade of gold. The gold was not mined in Dubai itself, rather, the port of Dubai was acting as an *entrepôt* – a place where goods can be shipped to, stored, traded and then exported elsewhere. A key feature of an *entrepôt* is that the goods do not formally enter the country, so no import duty is paid (another term for *entrepôt* is ‘duty-free port’).

The darker side of gold

Back in the 60s much of the gold that traded through Dubai was bound for the Indian market. However, the import of gold to India was illegal, so the Dubai-based traders instead delivered the gold to boats just outside India’s territorial waters. As with any high price item, questionable practises remain in the gold trade, particularly the processing and sale of gold which has been illegally mined in Africa, the profits of which often fuel conflict. Read more about the problem here: bit.ly/34feSVW and what the industry is doing to tackle it here: bit.ly/3rXJALx

In the mid-60s, oil was discovered in the waters off Dubai. Sheikh Rashid bin Saeed Al Maktoum invested much of the revenue from the oil into construction, including building Port Rashid in Dubai city. At this point the use of Dubai as an *entrepôt* for all manner of goods really took off and trade boomed. To cope with the ever increasing amount of cargo ships using Dubai, the dedicated deep water cargo port of Jebel Ali (Arabic: ميناء جبل علي) was built 35km southwest of the city of Dubai in the late 1970s, opening in 1979.

How has it developed?

Starting out with two terminals, the port of Jebel Ali has continually expanded since it was first built. Initially very remote from Dubai city due to poor transport links, a separate village was needed to house workers. The first two terminals have been continually upgraded and expanded and transport links to Dubai city have eliminated the need for most workers to live on site. Consequently the purpose of Jebel Ali village has developed, becoming primarily a large business zone (‘Jafza’) housing a number of offices, warehouses and showrooms.

A 3rd terminal was added to the port in 2014 and is one of the largest semi-automated terminals in the world.

The port today

Today, Jebel Ali port is operated by the company DP World. In 2020, Jebel Ali was the 11th busiest port in the world, handling 13.5 million TEU³. The port has 28 berths and 102 cranes (19 automated) and can handle ships exceeding 18,000 TEU. The amount of storage space available at Jebel Ali is staggering – over 134,000m² (that’s about 25 football fields).

Construction is underway on yet another terminal (T4) which will take the port capacity to 22.4 million TEU, plus a train line to further improve transport links. Luxury housing and leisure facilities are also starting to be built in Jebel Ali village.

Questions

- ▶ Which commodity fuelled the growth of Dubai as a port?
- ▶ What does the word *entrepôt* mean?
- ▶ When did the port of Jebel Ali open?
- ▶ How far away is Jebel Ali from the city of Dubai?
- ▶ How big a ship can Jebel Ali port service?
- ▶ How many football fields worth of storage space are there at Jebel Ali?



Learn more

Want to learn more about the port of Jebel Ali? Here are some links to start you off:

- ▶ Wikipedia’s page on the history of Dubai: bit.ly/3HbrPyC
- ▶ DP World’s page on Jebel Ali port: bit.ly/3IHWVyn
- ▶ Wikipedia’s page on Jebel Ali port: bit.ly/35vS84S
- ▶ The Jebel Ali Free Zone (Jafza): jafza.ae
- ▶ 40 years of Jebel Ali port (from Gulf News): bit.ly/3o5ZB0T
- ▶ The top 50 container ports (from the World Shipping Council): bit.ly/3Gfrmuk

³ A TEU is the equivalent volume to a standard 20ft (6.1m) shipping container.

Compare and contrast

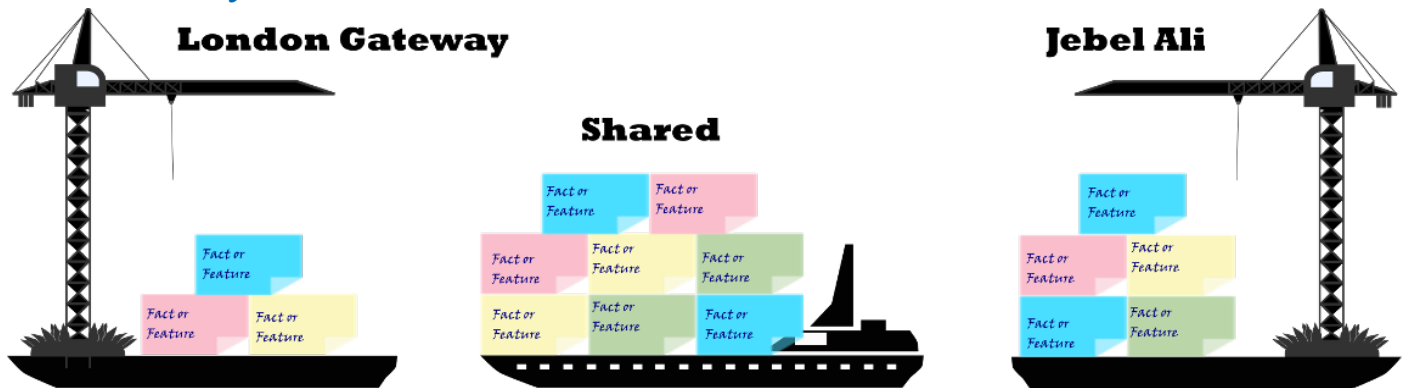
Let's get creative to display the similarities and differences between the two ports.

Venn diagrams

Your students are most likely to be familiar with using Venn diagrams to express the similarities and differences between two sets. If not, then this blog post provides a good explanation with some simple examples: bit.ly/3KJXUQt



The Venn Dockyard



Artwork adapted from 'Crane illustration' bit.ly/3AD1aG by Erdinc Ciftci (WMDE), CC BY-SA 4.0 <<https://creativecommons.org/licenses/by-sa/4.0/>>, via Wikimedia Commons, 'SVG boat' bit.ly/3r815JM by Mouh2jjel, CC BY-SA 3.0 <<https://creativecommons.org/licenses/by-sa/3.0/>>, via Wikimedia Commons and 'Sticky notes' bit.ly/3HhMyBe by Amitchell125, Public domain, via Wikimedia Commons.

Rather than use a classic Venn diagram with two overlapping circles, we suggest something themed a little more appropriately to the content of this activity: introducing the Venn Dockyard!

Each dockside in the 'Venn Dockyard' is used to represent facts or features that only apply to either London Gateway or Jebel Ali. The container ship passing through the central passage is used to represent facts or features that are common to both ports.

Building your dockyard

We suggest building your dockyard as a wall display. You can either draw your own dockyard using marker pens, or you can download and print out the artwork below and stick it onto a backdrop. If possible, each file should be printed at A3 size.

- ▶ Right-facing dock: bit.ly/3AEdbUF
- ▶ Left-facing dock: bit.ly/34i1jVH
- ▶ Container ship: bit.ly/32Em3Xm

Past, present and future

To avoid your Venn Dockyard getting overcrowded, we might want to create 3 separate dockyards. One to represent the ports at the time of their founding, one to represent the ports today and one to represent how the group thinks the ports will develop in the future.

Filling your dockyard

Ask your students to write short facts or features about the port they studied on individual sticky notes. Then, as a group, decide how they should be distributed onto your Venn Dockyards.

How does your dockyard fill up? Are the two ports somewhat similar or very different? How do you think that will change over time?

Want to help improve this activity?

This activity is a living document! Help us by editing this activity to make it as good as possible, just use this short link (just type it into your web browser's address bar): bit.ly/3nA7xHz – full instructions are provided. Any edits that can make this resource easier to use in the classroom are very welcome, so please follow the link and make your contribution!



JGI & DP World

The Jane Goodall Institute has partnered with DP World to support the growth of the Roots & Shoots programme. DP World are a leading provider of worldwide smart end-to-end supply chain logistics with a presence in 55 countries, enabling the flow of trade across the globe. This exciting partnership supports the creation of resources on the wider marine ecosystem as well as supporting the expansion of Roots & Shoots groups around the world. **Find out more:** bit.ly/jgi-dpw

Tell us how you got on

When your project is finished we'd love to see what you did! If you already have an account you can upload a story with images to the Jane Goodall's Roots & Shoots UAE website (find us at uae.rootsandshoots.community) to show off pictures and videos of your ships to a wider audience. If your school or youth group does not already have an account then just fill in the form on the website and we can set you up.

Keep up to date with Jane Goodall's Roots & Shoots UAE

As well as the website you can also find us on Facebook at [facebook.com/RootsnShoots.ae](https://www.facebook.com/RootsnShoots.ae) or on Twitter as [@JaneGoodallUAE](https://twitter.com/JaneGoodallUAE)

