

Good



News

SPECIAL EDITION :
EUROPEAN COMMERCIAL
PORTS !

The port of Bordeaux :



This painting represents the port of Bordeaux we notice that there are docks, there are many boats, which dock along the wharf, and many others who arrive to the dock.

We notice various social categories. To the left, we see people middle-class persons and middle-class persons. To the right, in the foreground we see workers. The middle-class persons wait or assist, to the unloading of cargoes.



Today this quay has been transformed, into a public highway. We can perceive some boats which navigate the river: "the Garonne" .



Buildings did not change, it is a heritage cultural, they make us think again about the harbour, commercial activities of past. We notice that these quays became a fallow land. We thus deduct that from it commercial harbors it are downstream put.

The Interview :

Hello, so today we will receive ... who will talk to us about the ports.
Hello ! It's a pleasure to be here with you.

What is a port according to the French dictionary ?
According to the French dictionary, Le Petit Robert, a port is a natural or artificial shelter equipped to receive ships, for the loading and unloading of their cargo.

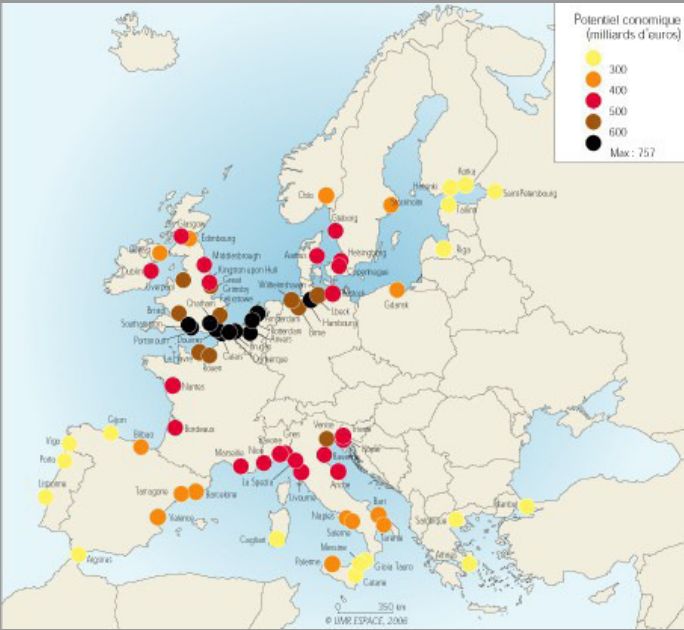
And you how can you describe a port ?
For me ports are interfaces or zones of contact between different spaces.

What is the proportion of seas and oceans on the earth's surface?
Seas and oceans occupy 71 % of the earth's surface.

When do sea transports know a revolution?
The maritime transport has undergone a veritable revolution since the 1960s.

How were commercial ports before the 19th century?
Before the 19th century, European commercial ports were "without a port". They were harbours with very little equipment, in which ships could be grounded or moored.

What are the oldest installations?
Some installations were even older: Le Havre-De-Grâce, created in 1517 at the mouth of The Seine on the orders of French king François I, became of the outer harbour of Rouen..



On this map, we can see quite the European ports. On the legend, we can see their economic potential, which goes of the lowest (yellow, orange), in most hardly (brown, black). The maximum of the economic potential of the European ports is 757. In particular, one of the most influential ports is the one of Hamburg.

The forecasts weather reports of the week :

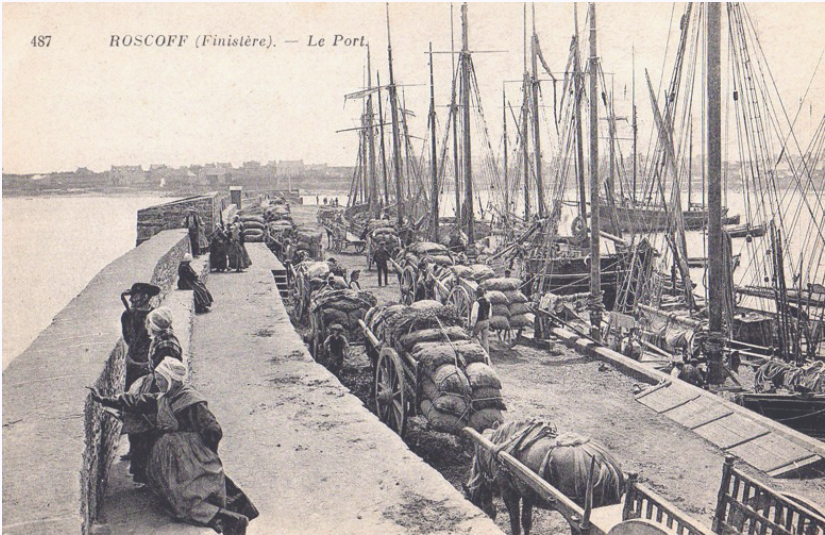


The Small Boat

The best newspaper of the world

The Old French port.

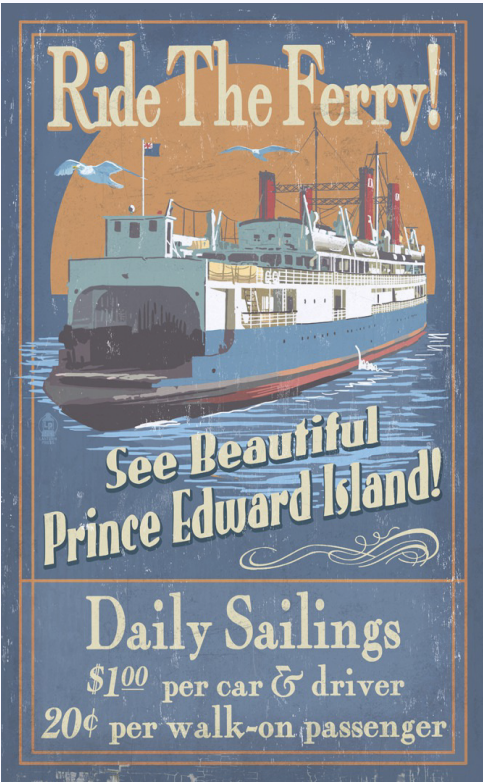
The description of the port of Roscoff in the XVII century:



Picture : The port of ROSCOFF in the French province of Brittany / Before

This picture is the port of Roscoff in the French province of Brittany. In the foreground in the middle, there are horses tied to push with filled sacks. On the right there are sailing boats that are stopped. And on the left there are many people sitting or standing. In the background, there is a sea and the city of Roscoff. In the maritime point of view, Roscoff was always a port of coastal navigation, but the fishing was more active formerly than today.

NICE OPPORTUNITY !



INTERVIEW EXCLUSIVE !

With Martina Solis, expert in port trade:

Journalist : Hello to everyone ! Today we are going to listen to Martina Solis, expert in port trade. Hello Martina, how are you today ?

Martina : Hello, thanks you very much for invite me. I'm very good.

Journalist : That's good. I will ask you some questions. Can we start ?

Martina : Yes ! Let's go !

Journalist : What is a port according to the « Petit Robert » ?

Martina : According to the French dictionary « Le Petit Robert », a port 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.

Journalist : Hmhmh ok. How many space do seas and oceans occupy ?

Martina : Seas and oceans occupy 71% of the earth's surface and are interconnected.

Journalist : What it favors ?

Martina : This favouring exchanges on a global level in the context of a boom in world trade since the end of the Second World War.

Journalist : Did sea transports have a revolution ?

Martina : Yes . Maritime transport has undergone a veritable revolution since the 1960s, particularly through containerisation. Some ports have this become the hubs of a globalised economy.

Journalist : Where does this reality led ?

Martina : This situation leds us to reexamine the history of this process and to study the development of European commercial ports since the beginning of the early moderns period.

Journalist : How were the ports at the beginning of the modern era and until the XIX century ?

Martina : At the beginning of the early moderns period and in many cases until the 19th century, ports were 'without a port'. They were harbours with very little equipment and urban ports only had quays often oblique and simple slipways.

Journalist : What causes the growth to the traffics ?

Martina : The growth of sea trafic led to a divorce between the hearts of cities and their ports, which meant that port installations spread downstream in the case of ports at the end of estuaries and along the foreshore in the case of sea-front ports.

Journalist : What causes the passage from the sailing maritime to the steamship in the industrial era ?

Martina : The transition from sailing ships to steam power with the dawn of the industrial era led to a spectacular rise in shipping tonnage. In 1862, the average tonnage of European merchant fleets per vessel was 304 for Belgium, 254 for Netherlands, 169 for England and 61 for France.

Journalist : What causes such an increase ?

Martina : Such an increase made it necessary for ports to be equipped with wet docks to accomodate these ships : in 1715 Liverpool became the first port in Great Britain to be equipped with one, followed by London in 1802.

Journalist : How are ports until the railroad revolution ?

Martina : Until the railway revolution of the 19th century, ports were sites of transshipment between maritime shipping and river traffic, the latter including the canal networks that developed, mainly from the 17th century onwards.

Journalist : By what is marked the twentieth century ?

Martina : The 20th century was marked by a 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 through the creation of terminals and the creation of industrial port zones.

Journalist : Why we can qualify them as « poussière-portuaire » ?

Martina : When ports had no or only very few facilities, it is striking to note the profusion of small, scattered port sites, situation described by Gérard Le Bouedec as « poussière portuaire » .

Journalist : Why have we a reduction of the number of ports in the French province of Brittany ?

Martina : In the French province of Brittany, there were 123 identifiable harbours in the 16th century ; by the 18th century there were only around 90. This reduction of the number of ports was accompanied by a process of concentration within a few major port sites, leading to the creation of large zones of maritime activity.

Journalist : Does this process of industrialization upset this hierarchy ?

Martina : The process of industrialisation overturned this hierarchy : the ports of the Atlantic coast, which had benefitted from their advantageous geographical position when Europe's economic centre of gravity shifted from the Mediterranean to the Atlantic, now found themselves relatively far way from the continent's main industrial regions, with the exception of the British ports.

Journalist : Was there a downen grading of the European ports in the world hierarchy ?

Martina : The economic opening of China and its transformation into 'the world's factory' since the 1980s and has pushed European ports down the global rankings. In 2013, Rotterdam was only ranked eighth in the world (in millions of metric tons), and Antwerp 18th, while 13 Chinese ports could be found among the 20 largest ports in the world.

Journalist : Thanks you very much for answered all the questions. I hope see you soon. Good bye !
Martina : It was a pleasure. Good bye and see you soon !