



TEAM BRIEFING | ENGLISH C1

Duisburg Port Challenge

Where do your sneakers meet the blue economy?

Inspired by the EU4Blue visit to Duisburg's inland port. You are a logistics team advising a sneaker retailer. Follow a fictional shipment, solve twelve questions and challenge a green advertising claim. No previous port visit is needed.

Teams of 2–4 | Ages 15+ | 45–50 minutes | 12 questions | 12 points

Your evidence desk

Duisburg connects inland waterways with rail and road logistics. [1] The EU Blue Economy Observatory includes inland freight within its maritime transport sector. [2] Low water can constrain safe draught and loading capacity. [3] A port's location or a technology label alone does not establish the sustainability of its operations.

The fictional sneaker shipment

Route model: seaport → inland transport → Duisburg hub → regional shop. This is a simplified route, not a map. Your retailer needs ONE complete shipment within 3 days, costing no more than 1,000 credits. Minimise greenhouse-gas emissions within those limits.

Plan	Main mode	Normal conditions	Low-water conditions
A	Road	1 day 900 credits 1,500 kg CO ₂ e	1 day 1,100 credits 1,500 kg CO ₂ e
B	Rail	2 days 1,000 credits 700 kg CO ₂ e	2 days 1,000 credits 700 kg CO ₂ e
C	Water	3 days 800 credits 500 kg CO ₂ e	4 days 950 credits 800 kg CO ₂ e

Invented game data, not duiport measurements or real transport prices. Each figure covers the same complete delivery, including handling and final delivery. Main mode means the largest transport stage. The low-water road price reflects higher demand in this game; it is not a universal rule.

CO₂e means carbon dioxide equivalent, a common measure for different greenhouse gases. Emissions totals use the same system boundary. Use only the stated model when answering numerical questions.



QUIZ ROUND 1 | C1

Follow the sneakers

Choose ONE answer per question. Use the evidence desk where relevant. Agree as a team; do not look at the solutions.

1 Which interpretation most accurately situates Duisburg within the blue economy?

- A Its inland location makes maritime connections economically irrelevant.
- B Its waterborne freight links coastal gateways with inland production and consumption.
- C Its water connections make every local service a marine activity.
- D Its logistics role depends exclusively on goods manufactured at the coast.

Our answer: _____

2 A carrier presents trimodality as a guarantee of resilience. Which qualification is most defensible?

- A Alternative modes eliminate the need for contingency planning.
- B Transshipment costs cease to matter once three modes are available.
- C Any disruption can be solved without spare capacity or lead time.
- D Flexibility helps only if alternative capacity and workable connections exist.

Our answer: _____

3 Which performance measure captures a wider economic contribution than container throughput alone?

- A Local value added alongside employment quality and service reliability.
- B The maximum number of containers stacked during a photograph.
- C The number of promotional references to international connectivity.
- D The terminal's rank by area without information about its use.

Our answer: _____

4 A terminal increases throughput but worsens neighbourhood noise and river habitat. What follows?

- A Higher throughput alone establishes sustainable development.
- B Environmental damage proves the activity has no economic value.
- C Economic growth is insufficient evidence of overall sustainability.
- D The impacts cancel automatically if enough jobs are created.

Our answer: _____

Round score: ____ / 4 One answer we want to discuss: ____



QUIZ ROUND 2 | C1

Beat the disruption

Choose ONE answer per question. Use the evidence desk where relevant. Agree as a team; do not look at the solutions.

5 Treat the game's limits as binding and minimise emissions in normal conditions. Which decision follows?

- A A, because speed overrides the stated objective.
- B B, because rail is always preferable to water.
- C C, because it is feasible and has the lowest stated total.
- D No decision, because any model must be rejected.

Our answer: _____

6 Low water applies, but the buyer extends the deadline to four days; the budget stays at 1,000 credits. Which plan now minimises emissions among feasible options?

- A A
- B B
- C C
- D B and C are tied

Our answer: _____

7 A trial cuts emissions per shipment by 20% while shipment numbers rise by 50%. If all else is unchanged, what happens to total emissions?

- A They fall by 30%.
- B They fall by 20%.
- C They rise by 20%.
- D They rise by 50%.

Our answer: _____

8 Which inference from the low-water scenario is warranted?

- A A waterway option's relative performance can change with operating conditions.
- B One low-water scenario proves rail is always less carbon-intensive.
- C The game establishes an annual measured footprint for duisport.
- D Low water affects costs but cannot affect loading or logistics.

Our answer: _____

Round score: ____ / 4 One answer we want to discuss: ____



QUIZ ROUND 3 | C1

Challenge the green claim

Choose ONE answer per question. Use the evidence desk where relevant. Agree as a team; do not look at the solutions.

9 A retailer uses an electric final-mile vehicle to label its whole sneaker supply chain “zero carbon”. What is the central evidential flaw?

- A The claim omits the vehicle's brand and purchase date.
- B Any electric vehicle necessarily increases total emissions.
- C A supply-chain claim needs only evidence from the final operator.
- D Evidence from one stage is extended beyond its system boundary.

Our answer: _____

10 Which assessment would best test a shore-power decarbonisation claim?

- A Compare cable capacity with the number of vessels registered.
- B Compare supplied-electricity emissions with displaced onboard generation on an equivalent basis.
- C Compare the terminal's publicity budget before and after installation.
- D Compare one quiet berth with another terminal's annual cargo tonnage.

Our answer: _____

11 An automation project reports productivity gains. Which additional evidence best tests whether the transition is socially fair?

- A The total number of software updates installed.
- B The visual consistency of the recruitment campaign.
- C Access to retraining, job outcomes and effects across worker groups.
- D The manufacturer's forecast of equipment sales.

Our answer: _____

12 A carrier reports a lower emissions intensity but withholds total emissions and throughput. Which conclusion is justified?

- A Efficiency may have improved, but an absolute reduction is not established.
- B Total emissions must have declined in the same proportion.
- C Throughput must have remained exactly unchanged.
- D The intensity indicator has no possible analytical value.

Our answer: _____

Round score: ____ / 4 One answer we want to discuss: ____



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Answers and explanations

- 1 B — Inland freight is included in the Observatory's transport scope; the connection does not justify classifying every inland activity as marine.
- 2 D — The availability of modes is not the same as usable capacity at the required time.
- 3 A — Economic contribution concerns value and services as well as the quality of work, rather than a single physical volume.
- 4 C — Different outcomes need explicit assessment; economic gains do not automatically offset social or ecological harm.
- 5 C — Within the explicit model, C meets both constraints and minimises emissions. This is not a universal modal ranking.
- 6 B — B emits 700 kg and C 800 kg. Both are now feasible; A remains over budget.
- 7 C — $0.80 \times 1.50 = 1.20$ of the baseline total: a 20% increase despite improved intensity.
- 8 A — The scenario illustrates conditional performance. Its invented totals cannot support universal rankings or claims about actual port emissions.
- 9 D — The conclusion covers more stages than the evidence, including production and upstream energy.
- 10 B — An equivalent energy-service comparison with consistent boundaries addresses the actual substitution.
- 11 C — Distributional evidence reveals who benefits, who bears costs and whether workers can access changing roles.
- 12 A — Intensity is useful but cannot establish an absolute reduction without activity volume or total emissions.

Score the quiz

One point for each correct answer; no deductions. Total: 12. Use the explanations to discuss reasoning and misconceptions. The score measures performance on this activity, not a CEFR language level.

Optional team pitch

Give teams two minutes to advise the retailer: Which plan would you choose in low water under the original three-day deadline, and how would you describe its benefits honestly? Allow a spoken, written or recorded response. This is not an extra scored quiz item.

Model: Choose B. It meets the deadline and budget at 700 kg CO₂e. Call it the lowest-emission feasible option in this game; do not claim that rail is always best or that the delivery has no emissions.



TEACHER GUIDE | C1

Run the port quiz

Print pages 1–4 for each team; retain pages 5–6. Provide pens and calculators. No phones, accounts or online access are required. The port visit is a starting point, not a memory test.

Minutes	Activity
0–5	Recall the visit or imagine a container arriving in Duisburg. Ask what work happens between arrival and delivery.
5–10	Read the evidence desk and explain the game data.
10–28	Play three rounds, about six minutes per round.
28–40	Reveal answers; let teams explain a calculation and challenge a claim.
40–45	Optional retailer pitch and discussion. Allow five extra minutes if needed.

Language and participation

Probe system boundaries, absolute versus relative change and distributional effects. Useful stem: “This conclusion is warranted only within ...”. Rotate reader, calculator, evidence checker and spokesperson. A pair can combine roles. Offer quiet written participation; do not score speed or accent.

Scope and reuse

Original quiz inspired by an EU4Blue visit; not an official duisport quiz. Do not assume the group visited a specific terminal or saw particular technologies. The fictional data simplify logistics; real decisions need route-specific evidence. Free educational use and adaptation; not for resale. Existing logo rights remain unchanged.

Sources

[1] duisport. Water. <https://duisport.de/en/water/>

[2] European Commission. EU Blue Economy Observatory: Maritime transport. https://blue-economy-observatory.ec.europa.eu/eu-blue-economy-sectors/maritime-transport_en

[3] CCNR. Market Observation Annual Report 2024, water levels and navigation conditions. https://www.ccr-zkr.org/files/documents/om/om24_II_en.pdf

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