



TEAM BRIEFING | ENGLISH B2-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's inland port links water, rail and road networks. This trimodal connection gives freight several onward options. [1] Inland freight is included in the EU Blue Economy Observatory's maritime transport sector. [2] Available water depth can limit a vessel's safe draught and cargo load. [3]

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 duisport 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 | B2-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 A retailer describes Duisburg as “too far inland to matter to the blue economy”. Which response is best supported?

- A Only goods produced beside the sea count.
- B Inland freight connects maritime trade with the hinterland.
- C Every inland business is automatically a maritime business.
- D The blue economy excludes all transport services.

Our answer: _____

2 Why might a retailer choose a trimodal hub rather than depend on one transport mode?

- A It removes every delay from the journey.
- B It makes transshipment unnecessary.
- C It guarantees the lowest emissions on every route.
- D It offers alternative connections when conditions change.

Our answer: _____

3 A shipment needs terminal handling and an onward rail connection. Which pair of roles directly supports these tasks?

- A Crane operator and logistics planner.
- B Fashion photographer and shop designer.
- C Marine biologist and footwear designer.
- D Sales assistant and sports journalist.

Our answer: _____

4 Which proposal best reflects sustainable development at a port?

- A Maximise throughput and postpone all environmental checks.
- B Reduce carbon emissions without considering worker safety.
- C Combine reliable services, worker training and river protection.
- D Protect existing jobs by ruling out every technical change.

Our answer: _____

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



QUIZ ROUND 2 | B2-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 Under normal conditions, which plan minimises total shipment emissions while satisfying both limits?

- A A, because it is fastest.
- B B, because it uses rail.
- C C, because it is feasible and emits least.
- D None, because every plan emits something.

Our answer: _____

6 Low-water conditions apply. Which plan remains feasible without changing the stated limits?

- A A only
- B B only
- C C only
- D B and C

Our answer: _____

7 Replacing normal Plan A with normal Plan B reduces shipment emissions by what percentage?

- A About 33.3%
- B About 46.7%
- C About 53.3%
- D About 66.7%

Our answer: _____

8 Why does low water challenge the claim that one vessel can always carry its full normal load?

- A Safe loading depends partly on available water depth.
- B A fixed container size determines the water depth.
- C Cargo capacity rises whenever river levels fall.
- D A scheduled arrival guarantees enough depth.

Our answer: _____

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



QUIZ ROUND 3 | B2-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 An advert calls a sneaker delivery “emission-free” because its final vehicle is electric. What is the strongest challenge?

- A The claim would be valid if the vehicle were newer.
- B The claim fails because electric transport never helps.
- C The claim can be verified by counting charging points.
- D The claim ignores other stages and electricity generation.

Our answer: _____

10 What should be checked before claiming that shore power cuts total greenhouse-gas emissions?

- A Whether the cable matches the company colours.
- B The electricity source and the onboard generation it replaces.
- C The number of windows in the terminal office.
- D The distance from the berth to the visitor centre.

Our answer: _____

11 A terminal plans automation. Which measure most directly supports a fair transition for its workforce?

- A Judge success solely by reduced staffing costs.
- B Publish a technology brochure without consultation.
- C Consult workers and provide paid retraining for changing roles.
- D Assume all employees have identical digital skills.

Our answer: _____

12 Which comparison best tests whether a logistics change delivers environmental improvement?

- A Total emissions for equivalent shipments using the same boundaries.
- B Emission rates from different routes with no distances stated.
- C The number of sustainability slogans published each year.
- D One selected delivery compared with an annual company average.

Our answer: _____

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



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Answers and explanations

- 1 B — Waterborne freight and its inland connections make Duisburg relevant; this does not make every inland activity maritime.
- 2 D — Multiple modes provide options, but capacity, timing and handling still constrain the choice.
- 3 A — Handling and onward coordination require terminal operations and logistics planning.
- 4 C — The proposal addresses economic service, social participation and environmental protection together.
- 5 C — C satisfies the three-day deadline and 1,000-credit budget at 500 kg CO₂e.
- 6 B — A exceeds the budget; C exceeds the deadline. B meets both limits exactly or better.
- 7 C — The saving is 800 kg. Dividing 800 by the original 1,500 and multiplying by 100 gives approximately 53.3%.
- 8 A — Available depth limits safe draught. Timetables and container dimensions do not remove that constraint.
- 9 D — A last-stage technology does not establish zero emissions across the stated delivery boundary.
- 10 B — The comparison needs emissions from supplied electricity and from the displaced generation.
- 11 C — Consultation and training address differing needs and access to new roles.
- 12 A — A like-for-like task and consistent system boundary make the comparison meaningful.

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 | B2-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

Ask learners to justify choices with a constraint, comparison or qualification. Useful stem: “This is the strongest option provided that ...”. 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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