

THE DEVELOPMENT OF MARITIME SINGAPORE

You will learn:

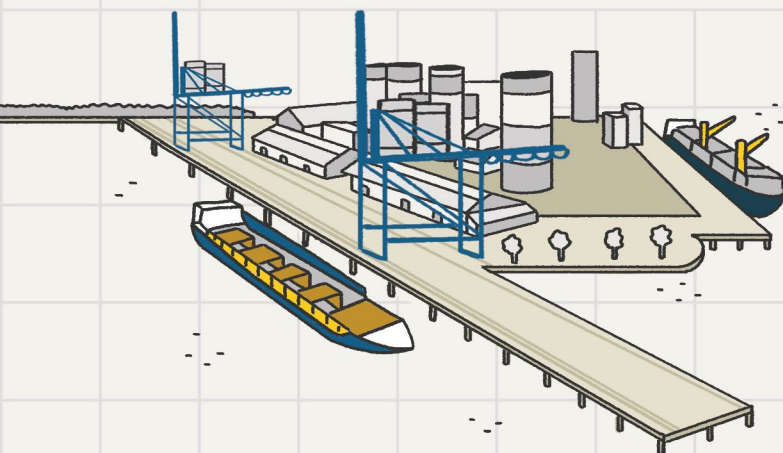
How Maritime Singapore has changed and developed over the years.

A LET'S LEARN ABOUT MARITIME SINGAPORE

HOW DID SINGAPORE GROW INTO A MODERN MARITIME NATION SINCE BECOMING A FREE PORT IN 1819?

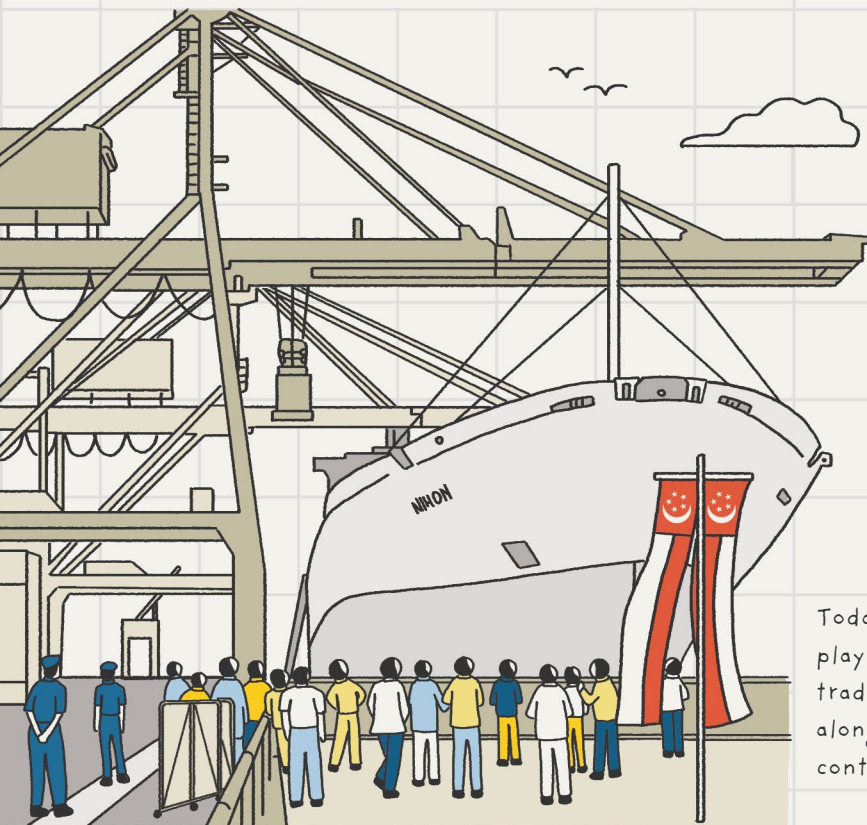
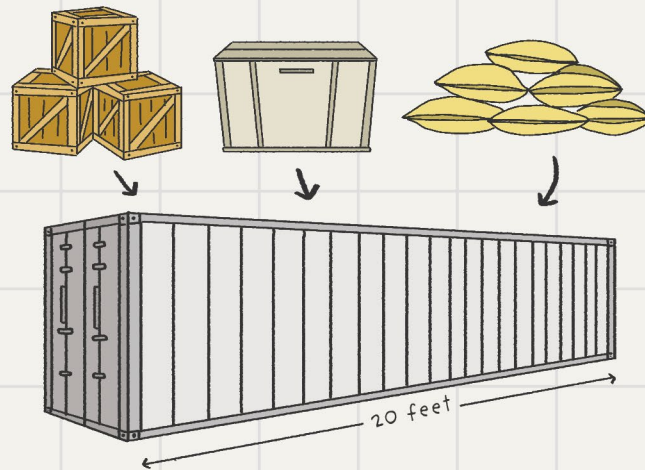
In the early days, when ships arrived, many small wooden lighter boats carried goods to and from ship decks to the warehouses along the Singapore River, where the main business centre of Singapore was. Labourers or coolies were also needed to help load and unload these goods.

As **sea trade and shipping grew** and evolved over time, Singapore needed to change to keep up with the increasing number of ships coming in. Land was reclaimed at Telok Ayer to build new roads connecting Keppel Harbour to the Singapore River, and docks were made larger to handle bigger ships and greater amounts of goods. Oil storage spaces were also built on islands like Pulau Bukom to help ships refuel, and ship repair facilities were constructed in Sembawang.



In the 1960s, Singapore built its first industrial estate in Jurong as part of its plan to grow the economy. Many industries there such as ship building and repair needed the supply of raw materials, and so **Jurong Port was built in 1965** to help bring bulky cargo like cement and sand to the area.

The invention of **containerisation** for shipping in 1956 also made a big impact on the world and Singapore. Goods used to be carried in different ways on ships, such as in wooden crates, baskets or sacks. With containers, goods can be placed into the same **20-foot long (or about 6 metres) metal boxes** that can be moved easily and quickly, from ships to trucks and trains. This completely changed the way goods are being carried across the sea, and has been used as the worldwide standard since then.



To prepare for this new way of shipping, Singapore faced a tough decision on whether to build a container port. It was very expensive to do so, and no shipping company then had container ships sailing between Europe and Southeast Asia. Knowing how important it is to stay ahead, Singapore made the **bold decision to build Southeast Asia's first container terminal at Tanjong Pagar**, and in 1972, welcomed the first container ship, the MV Nihon, into Singapore.

Today, Singapore is one of the world's busiest ports, playing an important role in global trade. Maritime trade and businesses have also grown and developed alongside the ports over the years, making significant contributions to Singapore's economy and growth.

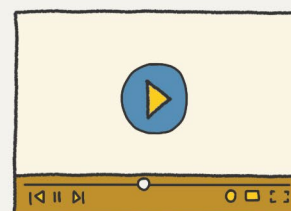
THINK ABOUT THIS:

What would have happened if these important plans and decisions were not made? How would that have affected Singapore?

B FIND OUT MORE

INTERESTING VIDEOS YOU CAN CHECK OUT ON THE INTERNET:

- [PSA Bicentennial Series Ep 1: The Origins of the Modern Port of Singapore](#)
- [PSA Bicentennial Series Ep 2: Singapore as a Trading Post in the 1800s](#)
- [PSA Bicentennial Series Ep 3: The Rise of the Port of Singapore](#)
- [PSA Bicentennial Series Ep 4: The Dawn of a New Era](#)
- [How a Steel Box Changed the World: A Brief History of Shipping](#)



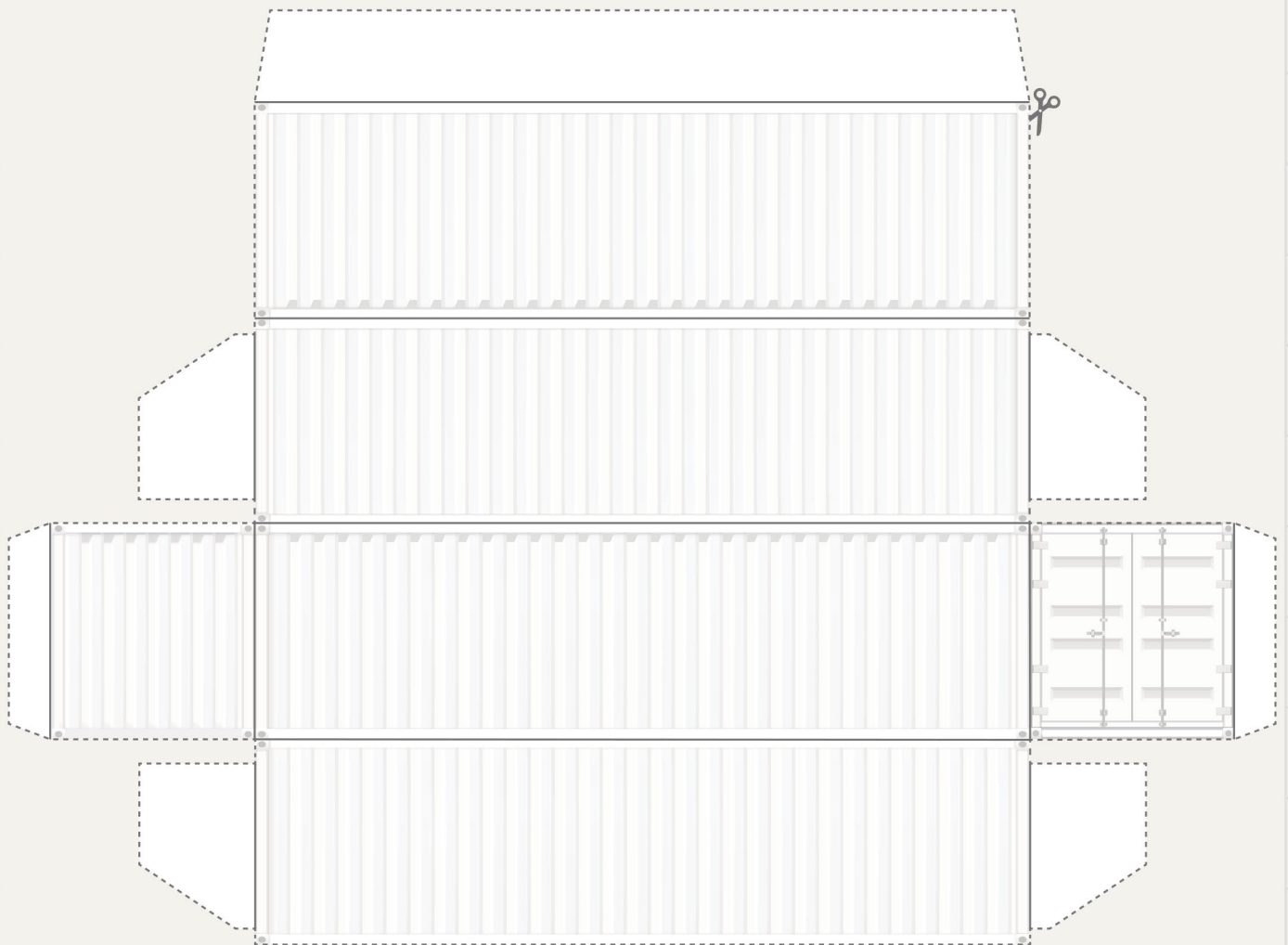
C TRY THIS ACTIVITY!

MAKE YOUR OWN TWENTY-FOOT EQUIVALENT UNIT (TEU) CONTAINER

- 1 Trace this template on a piece of paper, or print it out if you have a printer.
- 2 Colour and design the TEU container in your favourite colours.
- 3 Cut along the dotted lines, and fold along the solid lines. You should end up with your own TEU container like this:



Try stacking your containers to see how high they can go, or how many items each container can carry!



CHAT ABOUT THIS:

Containerisation changed the way goods are carried on ships, just as the internet has changed the way we find information. What are some other life-changing inventions you can think of that you cannot live without?