

Bringing Seaports Closer



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MIT GLOBAL
SCALE NETWORK

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# **Motivation / Background Jordan 777.5** thousand USA 10 $\times$ 48.4 million China **199.6** million S Brazil 9.3 million LPI Rank $\bigcirc$ Container Import Lead Time in Days $\overline{\Sigma}$ Annual TEU Throughput Volume Sources: Logistics Performance Index 2016, World Bank, UNCTAD

## **Key Questions**

- 1. What elements affect the containerized transport movement?
- 2. What are the outcomes of integrating seaports with nearby dry ports?

### **Relevant Literature**

- > Ross, V. & Lumsden, K. (2009). The Dry Port Concept: Moving Seaport **Activities Inland.**
- > Veenstra, A., Zuidwijk. R., Asperen. E.V. (2012). The extended gate concept for container terminals: Expanding the notion of dry ports

## Methodology





## The Problem

Jordan's current transport chain suffers from the following issues:



**Aqaba Container Terminal** 





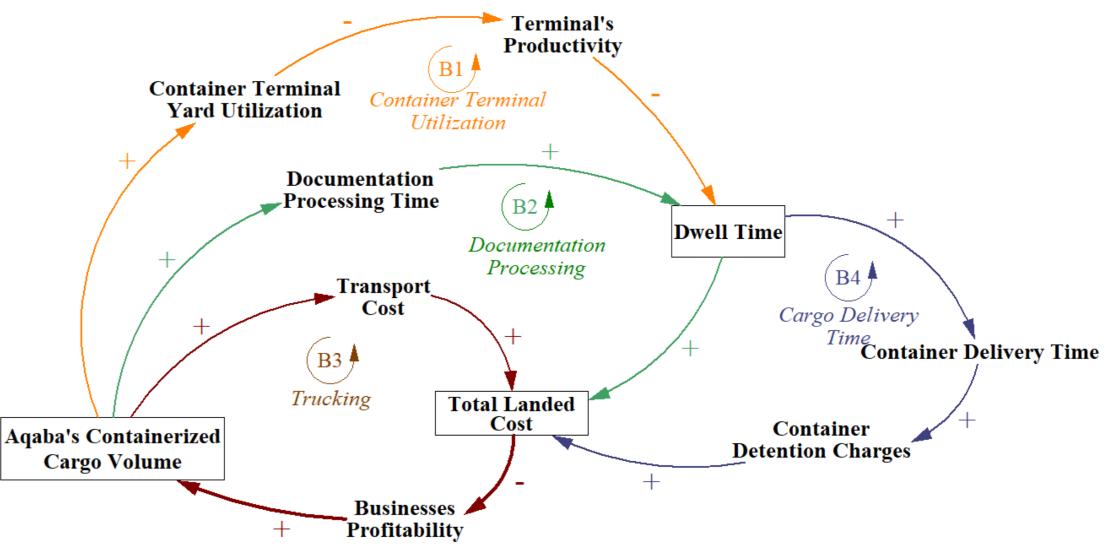
Aqaba

**Destination** 

**Agaba Customs Inspection Yard** Aqaba Container Terminal 7-8 days

#### **Initial Results**

Casual Loop Diagram for Jordan's Containerized Transport Chain



- > Current system is vulnerable to drastic increase in containerized cargo volumes.
- > Investment in a dry Port and integrating it with the seaport will create a more sustainable and resilient transport chain.

## **Expected Contribution**

> Supports a sustainable transport chain for the expected volumes for future decades.

