

Container Terminal, Aqaba, Jordan

With an annual capacity of 850,000 containers Aqaba Container Terminal was still too small. While loading and unloading continues, the port's operators Aqaba Development Corporation and APM Terminals, engaged BAM International and partner MAG to extend the quay by 460 metres. BAM also developed the area behind the wharf into an RTG (rubber tired gantry) operated container yard. This resulted in a doubling of capacity.

The port has developed into a mature main liner facility, which can serve as a gateway for the Jordanian market and wider region.



Location	Aqaba, Jordan
Client	Aqaba Container Terminal (joint venture of Aqaba Development Corporation and APM Terminals)
Engineer	Cullen Grummit & Roe
Contractor	BAM International
Contract type	Construction only
Contract period	June 2011 – October 2013
Contract sum	US\$ 95 million

'Tight schedule, tight space, ample result.'

Construction of module 7 and 8

Scope of work

The project was split into three phases. The first phase of 200 metres was handed over for immediate use in February 2013.

Phase two consisted of a further 260 metres of quay of which the first 130 metres was handed over in May 2013, with the final 130 metres of quay completed in October 2013.

Phase three included work to the existing wharf deck, where the project team build a new crane rail over 140 metres to accommodate a series of bigger ship-to-shore (STS) cranes.

Due to the confined nature of the work site, two off-site locations were set up at the outset: one a paint yard for the sand blasting and painting of the steel pipes, and the second a precast yard to allow for building various precast elements.



Combiwall and deck construction



Building in a live port

The team operated in a live port. Ships were sometimes maybe 50 metres away from the work front. BAM kept in good contact with ACT regarding their ship movements. To ensure continuity of workflow and safety, the logistics of construction needed to be thought out carefully from as early as the tender stage.

Throughout the construction period, coordination meetings took place regularly with the Engineer, ACT and/or the port authorities. ACT provided the builders with copies of weekly shipping schedules. On top of that BAM also kept constant radio contact with ports control.



Completed wharf deck



Installation of precast elements