



Diversion of containerized trade: case analysis of the role of Iranian ports in global maritime supply chain

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Abstract

This article aims to analyze the potential of Iranian ports for carrying some containerized cargo, from the Far East to the European Union, which is usually transported via traditional shipping routes. The idea of diverting cargo via an “Iran route” emerged from an examination of economic, trade and maritime transportation trends and events. This study presents a new idea for a freight route, designed in four segments for the benefit of the carrier. In order to make assumptions about the future in what are undisputedly widespread uncertain conditions, a scenario method has been employed. Following this a plausible future plan for a new terminal has been developed taking into account geographical, technical and economic themes for serving the container transit market until 2011.

Keywords: Iranian ports; Container transit.

Introduction

This article aims to analyse the potential role of Iranian ports for carrying a part of containerized cargo, which under present circumstances would be transported via ‘traditional’ shipping routes. By considering the shorter Iranian route in linking the European Union and Asia in terms of time and cost in comparison with the traditional shipping route, the scenario of a ‘route via Iran’ is proposed. This scenario reflects a way to extend the global supply chain and accelerate integration of the Commonwealth of Independent States (CIS) and Eastern European countries into the globalization process.

Iran, as a historical transit route, could play a new role in the changing world. After 1985 an increasing amount of containerized cargo has been transported between South East Asia and Western Europe. In this study, a scenario analysis was employed as a research tool to generate a ‘route via-Iran’ scenario. In order to generate such a scenario,

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