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Elke Trienekens

























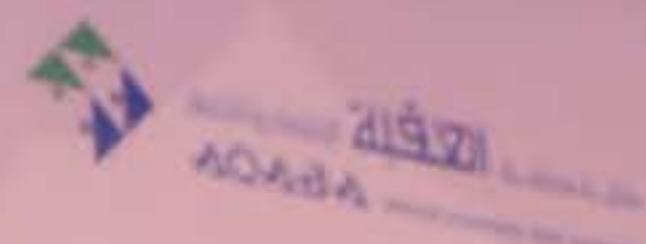


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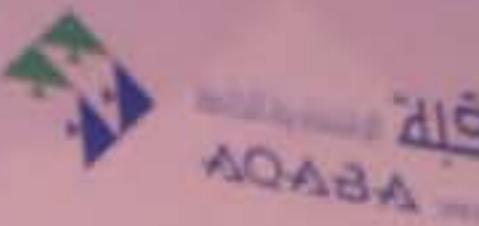


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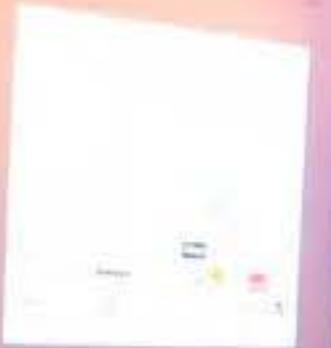
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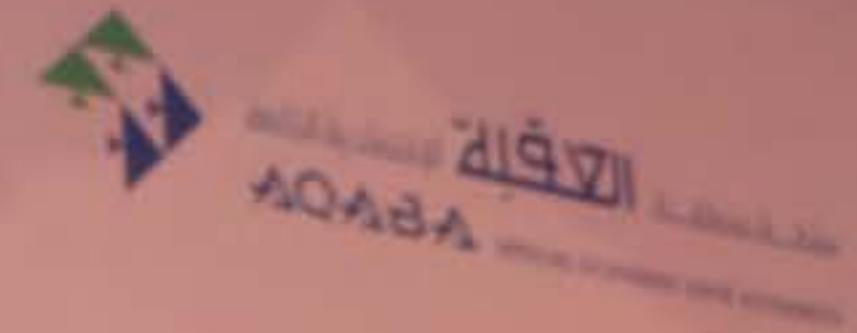


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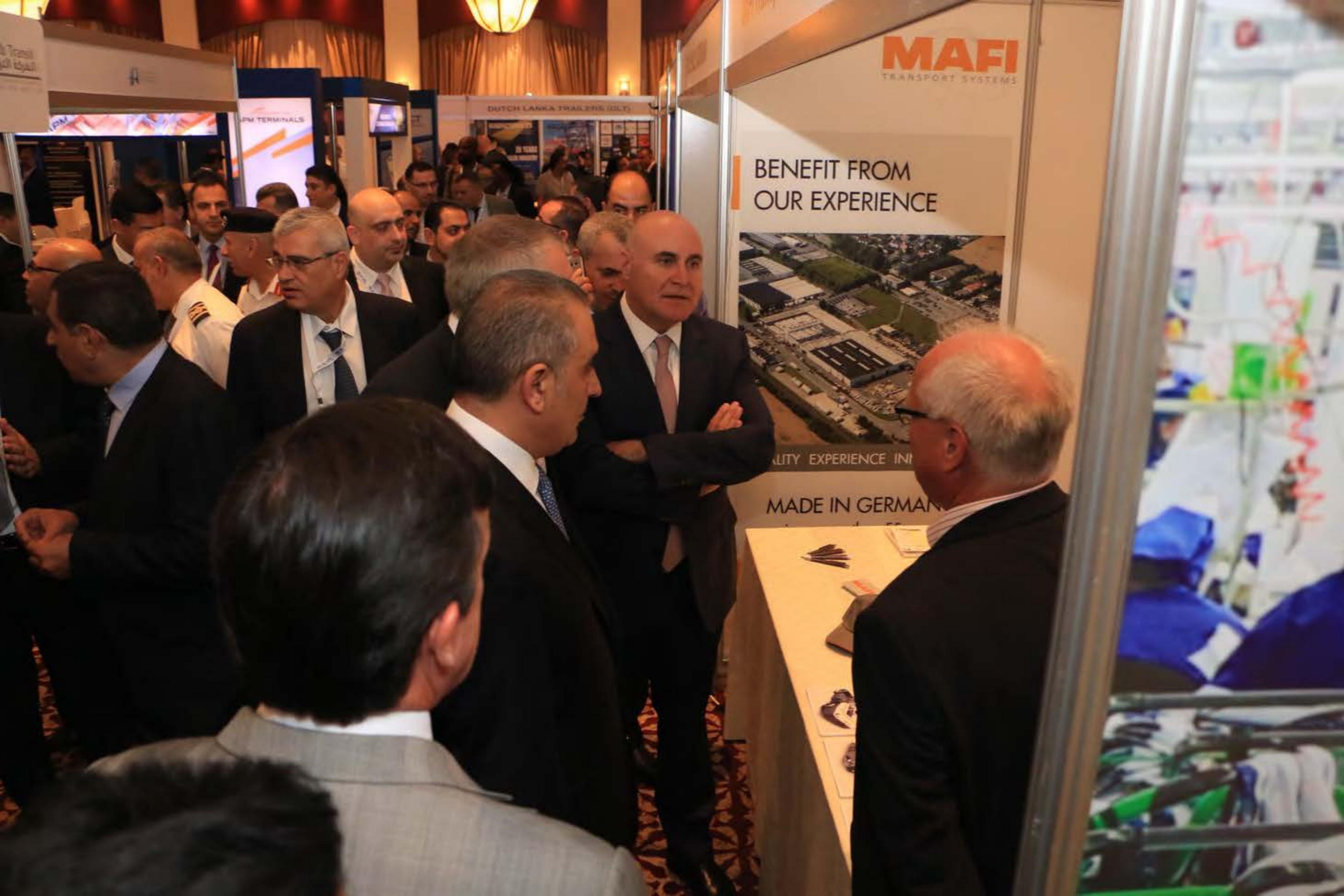
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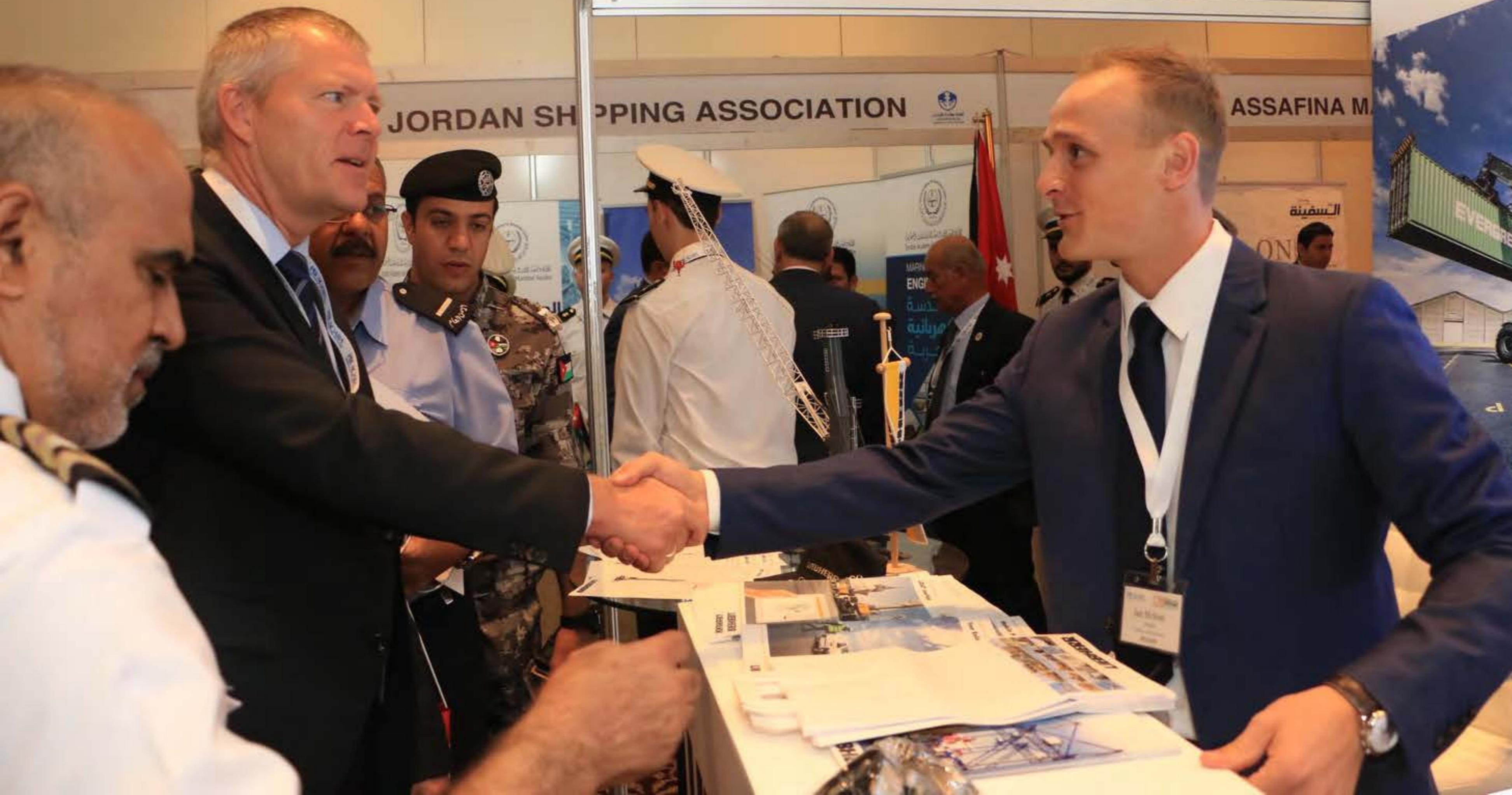
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The image shows the exterior of a Houcon exhibition booth. The main sign features the company name "HOUCON" in large, bold, black letters next to a yellow double-pointed arrow graphic. Below the sign is a photograph of a large industrial lattice-boom crane. To the right, another section of the booth displays a blue flatbed trailer with shipping containers labeled "NASSAU BELGIUM" and "LB1 PTP". A woman with long brown hair, wearing a black blazer and a lanyard, stands near the entrance, looking towards the camera. The overall theme is industrial and logistics.

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A woman with long blonde hair, wearing a white jacket over a patterned top, stands next to the map. She is holding a small white device, possibly a smartphone or a small tablet, in her hands. She is looking towards the right side of the frame.







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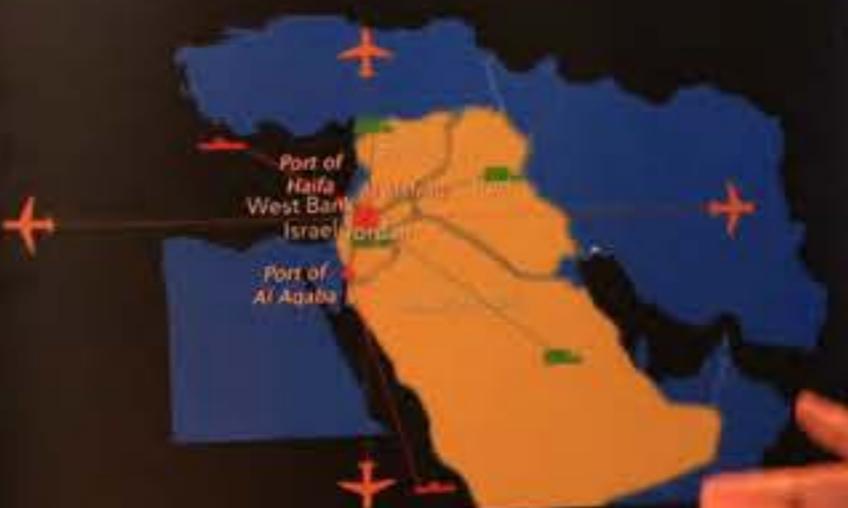
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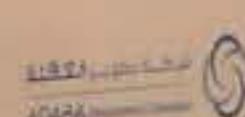
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Inland ports development and inland rail corridors are geared toward transporting raw materials. Inland rail systems have limited capacity for intermodal development. Most inland rail systems are owned by railroads and trucking companies, creating challenges for railroads to increase rail capacity. Consequently, there is a trend toward railroads developing their own ground-trucking services, which are more reliable and environmentally friendly than trucking. There is also a trend toward railroads developing their own port facilities, leading to railroads becoming port operators, conferring limited control over port operations and scale.

— Railroads are developing their own port facilities, leading to railroads becoming port operators, conferring limited control over port operations and scale.

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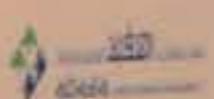
Middle East



Background
Case Study: Jordan
Building the Framework
→ Conceptual Model
→ Simulation Model
Simulation Runs
Conclusion
Questions & Comments

Agenda

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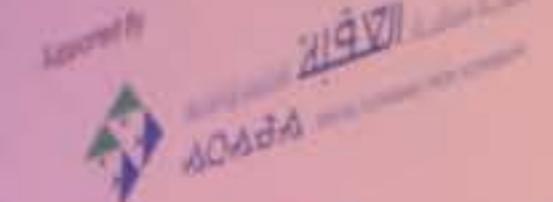
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