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FACTORS AFFECTING THE TRANSIT OF GOODS IN BANDAR IMAM KHOMEINI

IMAN RASHIDI[1], HOMAYON YOUSEFI[2]

1) Department of Maritime Studies, Kharg Branch, Islamic Azad University, Kharg, Iran

2) Department of Maritime Studies, Kharg Branch, Islamic Azad University, Kharg, Iran

ABSTRACT

This research aimed to investigate the factors affecting the transit of goods through the port of Imam Khomeini is. Initially, information and library sources and interviews with expert and use the techniques they brainstorm, 9 factor as the major factors affecting the increase in Bandar Imam Khomeini's (RA) were identified. In addition, interviews with experts and with reference to the literature, the most important and influential Zyr¬Faktvrhay on each of the main factors are identified and then a questionnaire to determine the importance of each factor between the sample was distributed according to The results showed that three factors, customs, political and technical-port the most important for the increase in transit at Bandar Imam Khomeini (RA) have an important loss. And three geographical, economic, industrial and social order of least importance in increasing transit in Bandar Imam Khomeini.

Keywords: transit, mental storm, Bandar Imam Khomeini

INTRODUCTION

The Islamic Republic of Iran is among the countries that are located in a very convenient geographic location benefits from good transit Bhrh¬Mnd and with the expansion of the transport network and communicate reliable and efficient can benefit from this in order to increase revenue and improve its strategic position in the region is well-used. Persian Gulf in southern Iran is a major oil-producing countries of the world are placed straight. This area is considered as the world's energy bottleneck (Mohseni et al., 1383).

Consumption, growth of trade in goods and services, the insurance industry boom, improved storage techniques, creating and

equipping a modern warehouse, the operation of the transportation network in the country (Parsley et al., 1381). Imam Khomeini port in the southern province in the Persian Gulf and is located 100 kilometers from the city of Ahvaz. The harbor on the northern shore of the Persian Gulf at the mouth of Khoor Moosa due to its geographical position, is the best choice for investment and development. Complex factors such as geographical location, proximity to densely populated cities, roads, railways, airports, the steel industry in the region has led strategically important find. Imam Khomeini Port is the largest port in the country, covering an area of 1641 hectares in the north of the Persian Gulf, is located in the city of Mahshahr. 850 km away from the port to the capital and the annual capacity is 50 million tons. 37 berths with 13.5m at the port with container capacity of 700,000 TEU, respectively. Generally the largest ships that can carry cargo to Iran, Bandar Imam Khomeini in their side. Bandar Imam Khomeini alone every year about half the country's non-oil Azmbadlat and therefore is considered the largest commercial terminal of the port in 1317 in the solar calendar with 2 berths to 37 berths exploitation Rsyd.aynk length of more than 7 km , annually receives hundreds of ships Pymast ocean. (Saidi*etal*., 1391). The

approach developed in the world's ports, harbors passing the third generation to the fourth generation port. The value-added services to attract industries and logistics industry, assembly and packaging of the characteristics of the ports are third and fourth generation. The current operation of ports in our country is the first generation that only discharge the function of ports is loading. Therefore, the researcher intends to investigate the factors influencing the growth and development of the transit of goods in Bandar Imam Khomeini to pay. This research helps to identify problems and obstacles in the port approach to improve performance and move into third generation ports are facing. The main objective of this study was to investigate the factors affecting the transit of goods at the port of Imam Khomeini is. Determine the capacities of Bandar Imam Khomeini and its position in the transit of goods, identify factors affecting the transit of goods through the portProviding solutions for better use of the capacity of the port and its, development.

Methodology and Data Analysis

2.1. METHODOLOGY

This research has purpose, is functional and descriptive nature. In addition, "data collection methods for library and athletics respectively. The information required for

the investigation of officials and deputies, officials and officials of the various terminals and deputy Imam Khomeini port and through questionnaires, interviews and Methods mental storm was collected. In addition to the above sources, personal observations, Internet and library resources have been used to gather information.Information needed for research were collected through a questionnaire. First, by providing a questionnaire and using mental storm ZyrfaktvrhayMmvsr on the main factors affecting the transit of goods in Bandar Imam Khomeini identify and then, after coordination questionnaire with 37 questions based on the fundamental questions of design had been with the essential information needed interviewee, developed and distributed among experts in the field of transit and ports and shipping, and finally all 50 questionnaires were completed and returned.

For the use of experts in the field of rating factors in a population consisting of executives and experts Hay¬Myany Amvrbndry, employees and experts of customs and transit Bandar Imam Khomeini, several transport and transit, as well as the number of students Maritime tendencies maritime transport and port and shipping is considered.

2.2 Analysis Information To classified information and diagrams of the software Excel 2007 and for the analysis of frequency tables and Marh¬Hay of capabilities in SPSS 19.0 software was used. One sample T-test test to assess the significance of replies and comments of experts with 95% confidence limits were used. Also in this study the demographic characteristics of the study sample and then use descriptive statistics to assess the views of experts in the field of ports and shipping were discussed.

2-3 scoring method to invoices Depending on the type of questionnaire design in which points are given in Table 1 in each of Gzynh¬HaMy¬Gyrd, after receiving the opinion of the respondents the average rating of each factor can be achieved, according to Equation 3-1 (Kayani et al., 1391).

Table 1 rating assigned to each of the options on the answer sheet

Too little	Low	Partly	Great	too much	Options
1	3	5	7	9	Score

= Points per Sval⌊ (9) × (too much response number) ⌋ + [(7) × (large number of responses)] + ⌊ (5) × (number of responses in part) ⌋ + ⌊ (3) × (low number of responses) ⌋ + ⌊ (1) × (low much response number) ⌋Rabth a
= Points per question (Question of points) / (Number of respondents interviewed) Two
The relationship between mean scores of the factors main factor = Points per invoice

2-3 population and sample The population of this research consists of managers and experts Rdh¬Hay ¬MyanyAmvrbndry, employees and experts of customs and transit Bandar Imam Khomeini, several transport and transit, as well as the number of students in maritime transport tendencies and port and shipping isconsidered.To Nzr¬Snjy 50 persons expert in the field (transit port and marine) that are available and estimates were used. Sampling was precisely the high nobility Btvry¬Kh tried to individuals who

are the subject sample was selected but chose them randomly.

2-4 validity and reliability To calculate the reliability of the measurement tool, to be used in different ways. In this study, Cronbach's alpha was used to determine reliability. Cronbach's alpha of between 7.0 to 9.0 is acceptable (Abbaspoor, 1390). Because alpha is the result obtained 8634/0 there where that is necessary reliability of the questionnaire.

Table 2 reliability of questions

The reliability of questions	
Cronbach's alpha	The number of questions
0/906	37

3. Analysis of the results of research First, effective factors in increasing the transit of goods in Bandar Imam Khomeini (RA) will be identified. After identifying factors using the invoices Prioritization Methodology will be proposed.

3-1 individual characteristics of the studied population

Demographic characteristics of the sample in terms of age range (between 25 and 30 years, 30 to 35 years, 35 to 40 years and 40 years), age and years of service were examined and results in Tables 4-6 and 4-7 is given.

Table 3 summarizes the information about the age of the subjects

The age range ofstudy participants(years)	Number	Percent
25 - 30	10	20
30 - 35	14	28
35 - 40	10	20
Over 40 years	16	32
Total	50	100

Table 4 summarizes the data on the work history		
The scope of the work experience (years)	Number	Percent
1 - 5	12	24
5 - 10	15	30
10 - 15	20	40
15 - 20	13	26
Total	50	100

As indicated in Tables 4-6 and 4-7 visible, 50 cases questions have been. In this study, experts ports and shipping, customs and transit and transportation in the four age group had the highest level of the group over 40 years and the lowest of them belong to the group of 25-30 years and 35 to 40 years. In this study, 59% of the population has a master's degree and 41 percent were individuals with a bachelor's degree. 17% of women, while 83 percent were men.

3.2 identify factors affecting the transit of goods through the port of Imam Khomeini

To our knowledge, information and library and interviews with expert and use the techniques of mental storm among the major factors affecting the increase in transit at Bandar Imam Khomeini, the following results were obtained: Technical factors port Political factors Management factors social factors Economic and industrial factors Geographic factors Regulatory environment Customs agents Of the country's transportation system.

3.2.1 Technical factors port

Technical factors was to port those in the field of port and marine facilities and technical facilities at Bandar Imam Khomeini (RA) would be presented that affect the loading and unloading, handling, storage and transport rapid transit goods through have ports. This is the factors include: Speed loading and unloading goods There are advanced equipment for loading and unloading Convenient sea access Bandar Imam Khomeini Benefit from the advanced information systems in the port Hinterland appropriate role.

Table 5: One sample T-test results of the first hypothesis

Factor 1	The value of thethe test=3				95% confidence intervalforthe difference between theaverage	
Questions raised	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds	upper bound
Speed loading and unloading goods	9/68	49	0/000	0/76	0/61	0/92
There area advanced equipment for loading and unloading	16/23	49	0/000	1/40	1/23	1/58
There are convenients access	11/19	49	0/000	1/28	0/11	1/43
Utilizationofadvanced information systems	12/60	49	0/000	0/95	0/80	1/10
HinterlandSuitable	13/23	49	0/000	0/83	0/71	0/96
Given the significance of the tests T Test can be said that technical factors transit port at Bandar Imam Khomeini (RA) affects an important loss (p <0.05).						

3.2.2 Political factors

Another factor that can affect the transit of Bandar Imam Khomeini's influence, political issues and factors that influenced it. Macro-political conditions of the country (s) as external factors affecting the supply of land as well as on demand Pl¬Hay or business through a direct and significant impact period. For example. Political acceptance of the host country is an important factor in this regard. Political conditions which transit through the port of Imam Khomeini (RA) are affected as follows:

International sanctions against Iran Political tension and insecurity in the Middle East Political stability in the country Increase the willingness of Afghanistan and Central Asian transit through Iran activities One sample T test results showed significant differences in the results of this survey were (P <.05). The results of these tests Marh¬Hay descriptive and meaningful level of the table (6) is given, confirming that the impact of political factors on the transit of goods through the port of Imam Khomeini.

Table (6) One sample T test results Factor 2.

Factor1	The value of thethe test=3				95% confidence intervalforthe difference between theaverage	
Questionsraised	T-statistics	Degrees of freedom	Significance level	The difference betweenaverage	Lower bounds	upper bound
International sanctions against Iran	18/50	51	0/000	1/24	1/11	1/37
Political tension and insecurity in the Middle East	24/77	49	0/000	1/53	1/40	1/65
Political stability in the country	23/67	49	0/000	1/24	1/06	1/32
Increase the willingness of Afghanistan and Central Asian transit activities	19/18	48	0/000	0/27	0/77	1/04
International sanctions against Iran	18/50	51	0/000	1/24	1/11	1/37

3.2.3 Management and organizational factors

On the supply and demand for transit services, political and economic management should monitor the goals and policies of the international transport system and the continued demand and revenues, to be sure. In transit management and operations due to the nature and number of procedures involved and terminals (such as railways, shipping and the ports and customs and border Jadh¬Ay) is the scatter. The management of each of these organs can affect transit. These factors were identified as follows: Manpower performance Complex administrative bureaucracy Training of human resources involved in transit (port and customs) Management decision making at different levels of management One sample T test

results showed significant differences in the results of this survey were (P <.05). The results of the above tests Marh¬Hay descriptive and meaningful level of the table (7) is given. As noted in throughput data show that the managerial and organizational factors on transit boom in Bandar Imam Khomeini effectively an important loss (due to the significant **(p<0.05).**

Table (7) One sample T-test results of the third factor

Factor1	The value of thethe test=3				95% confidence intervalforthe difference between theaverage	
Questionsraised	T-statistics	Degrees of freedom	Significance level	The difference betweenaverage	Lower bounds	upper bound
The performance impact human resources working in port	9/87	49	0/000	1/24	1/11	1/37
The impact of complex administrative bureaucracy	9/89	49	0/000	0/69	0/55	0/83
Training of human resourcesinvolved intransit(port andcustoms)	6/25	49	0/000	0/52	0/36	0/69
Management decision making at different levels of management	10/53	49	0/000	0/83	0/68	0/99

3.2.4   Social   factors

The next factor affecting the transit of Bandar Imam Khomeini social factors such as the risk of riots, strikes and riots in which a malfunction in the body can affect transportation and engaged in transit. Zyrfaktvrhay influencing factor can be defined as follows:

Immigration and ethnic diversity in Bandar Imam Khomeini Avoid any social problems and strikes that have caused delays in the customs process.

Reduction of public holidays in the country One sample T test results also indicate that there is a significant difference in the results of this survey were (P <.05).

Table 8: One sample T-test results of the fourth factor

Factor1	The value of the the test=3				95% confidence intervalforthe difference between theaverage	
Questionsraised	T-statistics	Degrees of freedom	Significance level	The difference betweenaverage	Lower bounds	upper bound
Immigration and ethnic diversity in Imam Khomeini port	9/87	49	0/000	1/24	1/11	1/37
Avoid any social problems and strikes	9/89	49	0/000	0/69	0/55	0/83
Reduction of public holidays in the country	6/25	49	0/000	0/52	0/36	0/69

3-2-5 economic and industrial factors

Economic conditions and significant impact on a country's industrial infrastructure and transport Rvsakht¬Hay a country which would facilitate the movement of transit goods from the territory of a country is made quick and easy and attracting more transit goods into the country the elderly. The economic and industrial factors that affect the transit of goods at the port of Imam Khomeini's influence include the following: Macroeconomic conditions Inflation in the country Increase the value of the currency against the national currency (especially "the dollar) World economy There are various industrial plants such as petrochemical and Palayshgah¬Ha The results of performance tests One sample T test with 95% above confirms the significance of the factor-track (P <0.05). It is worth noting One sample T test test inflation in the country and increase the value of the currency against the national currency (especially "the dollar) is not valid and has no effect on transit in Bandar Imam Khomeini did not (P > 0.05).

Table (9) One sample T-test results of factor V						
Factor1	**The value of the the test=3**				**95% confidence intervalforthe difference between theaverage**	
Questions raised	**T-statistics**	**Degrees of freedom**	**Significance level**	**The difference betweenaverage**	**Lower bounds**	**upper bound**
The economic conditions	4/22	49	0/000	0/48	0/25	0/70
Inflation in the country	-1/86	83	0/06	-0/19	-0/39	0/01
Increase the value of the currency against the national currency (especially" the dollar)	-1/76	83	0/05	-1/28	-1/44	-1/16
World economy	19/56	83	0/000	1/50	1/35	1/65
There are various industrial facilities such as refineries, petrochemical and various	27/80	83	0/000	1/52	1/41	1/63

3-2-6 geographical factors

Geographical factors and variables that are Khsvsyt¬Ha including those in the form of obstacle or driving services, the structure of supply and demand to impress. Physical geography transit system has a range of services offered is the effect on performance. Physical barriers such as mountain has Pychydgy¬Ha and barriers to the establishment or operation of networks Jadh¬AyRah¬Hny and reduce the speed, time, distance and number of travel services offered, trucks and locomotives need to be strong, raise fares time and other expenses, such as construction of road networks are the (Bavarsad, 1378). Some of the factors affecting the increase in the transit of goods

in Bandar Imam Khomeini, the province and the country is related to geographical issues. With the following definition the following factors can be used to check brainstorm them. Avoiding Trade Center Regional Weather Conditions Mountain lack of transit goods from Bandar Imam Khomeini Tidal conditions One sample T test results also demonstrate that this is the geographical factors on the transit of goods in Bandar Imam Khomeini effective. It is worth noting One sample T test test significant differences in weather conditions and tidal conditions Imam Khomeini port is not valid and have no effect on transit in the port (P> 0.05).

Table (10) One sample T-test the sixth hypothesis test results						
Factor1	**The value of thethe test=3**				**95% confidence intervalforthe difference between theaverage**	
Questionsraised	**T-statistics**	**Degrees of freedom**	**Significance level**	**The difference betweenaverage**	**Lower bounds**	**upper bound**
Away fromTrade Center	8/58	49	0/000	0/51	0/80	1/29
Weather Conditions	1/74	49	0/08	0/17	-0/02	0/35
Mountainousthe transit routeforgoods from Imam Khomeini port	9/43	49	0/000	0/88	0/70	1/06
Tidal conditions Imam Khomeini port	-0/25	49	0/06	-0/23	-0/21	0/16

3-2-7 legal factors

Terms Another factor that can affect the transit of goods in a country. That is, if it rules the export and import, transport, customs and transit laws and regulations in cumbersome and non-transparent, they will lead to the transfer of goods in one country increase the cost of goods will be affected. This leads to a reduction in the transit of goods in a country. Effective legal factors are the following definition: Cumbersome customs regulations Terms transit Terms of exports and imports There are strong areas of legal, criminal Bhrh¬Mndy of e-commerce One sample T test results of the test in the table (11) is given. As you can see, a significant number of comments were in favor of the issues raised in the seventh factor, as Percentage of Comments on 5/98 percent and show that most people with the idea that legal factors an important role in transit at Bandar Imam Khomeini had composed, agrees.

Table (11) One sample T-test results of factor VII						
Factor1	**The value of thethe test=3**				**95% confidence intervalforthe difference between theaverage**	
Questionsraised	**T-statistics**	**Degrees of freedom**	**Significance level**	**The difference betweenaverage**	**Lower bounds**	**upper bound**
The role ofcustomslegislation	9/68	**83**	0/000	0/76	0/61	0/92

andred tape						
Terms and conditionstransit	16 / 23	83	0 / 000	1 / 40	1 / 23	1 / 58
The impact ofexportand importlaws and regulationsontransit	11 / 19	83	0 / 000	1 / 21	0 / 99	1 / 43
There arestronglegalbackground, criminalbenefit frome-commerce	12 / 60	83	0 / 000	0 / 95	0 / 80	1 / 10
ThecumbersomecustomsTerms and conditions	13 / 23	83	0 / 000	0 / 83	0 / 71	0 / 96

3-2-8 customs agents

Customs clearance in the country as the main trustee can have a great impact on the export and import of goods in the country. Customs administrative offices at ports of four main sections Barshmary, evaluation, and management experts is that each of these sectors to species formed in the course of export and import goods, as well as the transit of goods affected. Given how widespread the laws of the country of import and transit of the country, the domination of people working in different sectors of customs in Iranian ports on the rules can be very important in facilitating the process of importing goods in the country and ultimately affect to affect the transit of goods. The following factors defined in this section include: Customs boarding operation in the country Improve Nvbt¬Dhy time and visit the product With modern customs clearance systems Revise the Customs Administration in accordance with modern requirements One sample T test results show that this opinion is the significant level of 95% (P <0.05). One sample T test results of the test in (12) is given. 65188462

Table (12) One sample T-test results of factor VIII

Factor1	The value of thethe test=3				95% confidence intervalforthe difference between theaverage	
Questions raised	**T-statistics**	**Degrees of freedom**	**Significance level**	**The difference betweenaverage**	**Lower bounds**	**upper bound**
Customs circadian operationin the country	9/21	49	0/000	0/023	0/24	0/19
Improved queue time and visit the product	9/89	49	0/000	0/69	0/55	0/83
Modern customs clearance systems	6/25	49	0/000	0/52	0/36	0/69
A revision of Customs Organization accordance with modern requirements	10/53	49	0/000	0/83	0/68	0/99

3-2-9 of the country's transportation system

Transportation system in a country is an increase in costs of production of various products and the competitiveness of its industry in global markets My¬Gyrd. But what it is important for owners and Arsal¬Knndgan, carry price-is not alone. But the total cost of production and distribution My¬Gyrd criteria and suitability of the transport infrastructure can have a significant impact on total costs. Transport and Jadh¬Ay as two modes of transport is made widely known in the country and almost "can be said that the dominant transportation mode of transport in the country by the My¬Gyrd. Several factors can affect the performance of transportation in the country and as a result,

the country's weakness in the transportation of goods in the ports of the country can be effective. In this section aims to recognize the impact of transport infrastructure transit services in the Bandar Imam Khomeini (ra). The following factors defined in this section include Have efficient rail transport Increasing the number of locomotives and wagons in the country There are standard Jadh¬Hay Increasing the number of trucks One sample T test results also show that people with influence in the country's transportation system through Bandar Imam Khomeini, has been agreed (P <.05). One sample T -test test results in Table 13 below.

Table (13) One sample T-test results of factor IX

Factor1	The value of the the test=3				95% confidence intervalforthe difference between theaverage	
Questionsraised	T-statistics	Degrees of freedom	Significance level	The difference betweenaverage	Lower bounds	upper bound
Have efficient rail transport lines	1/74	49	0/000	0/33	1/02	1/35
Increasing the number of locomotives and wagons in the country	9/43	49	0/000	0/64	0/70	1/06
Standard roads	12/25	49	0/000	0/05	1/21	1/16
Increasing the number of trucks	11/32	49	0/000	1/41	1/56	1/97

5-4 the important factors through questionnaire

After the test the significance of the main factors, using Rabth¬Hay (1, 2 and 3) to evaluate the rate.

According to the points allocated to the sub-rating factors are the main factors that sub-average rating factor was determined as follows:

Table (14) Rating acquired Factor		
Row	**The mainfactors**	**Score for each factor**
1	**Factor1: Technical port**	7/52
2	**Factor2: political**	7/83
3	**Factor3: Administrative**	7/05
4	**Factor4: Social**	5/89
5	**Factor5: economic and industrial**	5/53
6	**Factor6: Longitude**	4/63
7	**Factor7: Legal**	7/45
8	**Factor8: Customs**	8/21
9	**Factor9: transportation system**	8/24

4. CONCLUSION

Consumption, growth of trade in goods and services, the insurance industry boom, improved storage techniques, creating and equipping a modern warehouse, the operation of the transportation network in the country. Parsley et al., 1381). The approach developed ports in the world passing through the ports of the third generation to the fourth generation port. The value-added services to attract industries and logistics industry, assembly and packaging of the function of the current characteristics of the ports of third and fourth generation of ports in our country is the current function of the ports in our country, the first generation that has the same function as the ports of loading and unloading will only is. Imam Khomeini port in the southern province in the Persian Gulf and is located 100 kilometers from the city of Ahvaz. The harbor on the northern shore of the Persian Gulf at the mouth of KhoorMoosa due to its geographical position, is the best choice for investment and development. Complex factors such as geographical location, proximity to densely populated cities, roads, railways, airports, the steel industry in the region has led strategically important find. Imam Khomeini Port is the largest port in the country, covering an area of 1641 hectares in the north of the Persian Gulf, is located in the city of Mahshahr. 850 km away from the port to the capital and the annual capacity is 50 million tons. 37 berths with 13.5m at the port with container capacity of 700,000 TEU, respectively. Generally the largest ships that can carry cargo to Iran, Bandar Imam Khomeini in their side. Bandar Imam Khomeini alone every year about half of the country's non-oil Azmbadlat doing and why Iran is considered the largest commercial terminal with 2 berths of the port that in 1317 the solar calendar was utilized. Now with 37 berths with a total length of 7 kilometers,

annually receives hundreds of ships Pymast ocean.

This research aimed to evaluate performance and to determine the factors that affect the transit of goods through the port of Imam Khomeini is. The statistics and data obtained from the PMO transit of goods in Bandar Imam Khomeini (RA) were evaluated. The results show that the transit of non-oil goods in Bandar Imam Khomeini in uniform during the study process are not always accompanied by leaps and bounds. But unlike the transit of non-oil products, oil transit almost "has followed the same trend and has seen an upward trend during the period. Unloading and loading of transit Bandar Imam Khomeini (RA) during the study period, each year to years ago has been progress. Also, statistics show that this is the Bandar Imam Khomeini in recent years accounted for the largest share of the transit country.

Then, review and interviews with experts and expert information resources and library techniques and mental storms between them, 9 factor as the main factors affecting the increase in Bandar Imam Khomeini's (RA) were identified.The results showed that three factors, customs, political and technical-port the most important for the increase in transit at Bandar Imam Khomeini (RA) have an important loss. And three geographical, economic, industrial and social order of least importance in increasing transit in Bandar Imam Khomeini to have.

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