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**FACTORS AFFECTING THE DEVELOPMENT OF THE PORT OF
KHORRAMSHAHR ARVAND FREE ZONE**

ALI PAJHOHI¹, HOMAYON YOUSEFI²

- 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

Economic development requires investments in different economic sectors and activities. No investment plans of infrastructure and superstructure cannot be expected to expand employment, production and the economic well-being. For this reason, an important factor for understanding the impact of the Arvand Free Zone on the development of Khorramshahr port bottlenecks and barriers to attracting and expanding investment Arvand Free Zone and the city's port. A clear vision of the factors that attracted domestic and foreign investment and the expansion of its offer. Accordingly, in this study, according to the characteristics of the Arvand Free Zone based on the theoretical foundations of the research literature (including related economic theory, theoretical perspectives to create free economic zones, etc.) and related studies were presented internal and external. Then, the factors influencing investment Arvand Free Zone in the period (1392- 1393) with regard to research and research methodologies were used. Then, review and interviews with experts and expert information resources and library techniques and mental storms between them, 9 as the main factors influencing factor on the development of the port of Khorramshahr Arvand Free Zone were identified. It was found that economic factors, industry, customs, technical, political and economic importance in the development of Khorramshahr port has the most important loss. And three geographical, economic, industrial and social development of the least importance to have the port of Khorramshahr.

Arvand Free Zone geographically different from other free zones and geographical differences can be a factor for capital inflows to the region.

Advantages of geographic location Arvand Free Zone, the potential of the city, bordering with several foreign countries, access to international waters, there is an international airport, the communication with the rail and rail connection will connect the northern iron. This ties in Iraq, in any of the free zones of all these benefits exist together. To attract domestic and foreign investment will be further development of the port of Khorramshahr.

Keywords: Arvand Free Zone, Khorramshahr, mental storm, domestic and foreign investment

1. INTRODUCTION

The idea of setting up free trade zones in Iran in the 1330s was formed. In those years, due to problems caused by the lack of facilities and installations required for storing goods imported into the country, the southern ports were felt necessary to create free economic zones in the country.) E. holy Hossein Zadeh and Delaware, 1383)

In March 1349, a law entitled ((exemption law the rights and duties of goods intended for use, consumption and sale are some of the Persian Gulf islands)) was approved, whereby the government was allowed in each of the islands Persian Gulf deems appropriate, all the errors that are generally for consumption, use and sale in stores are entering the island, from payment of customs duties, commercial benefit, copyrights, and patents order effects thereof.) Holy, 1389) All the benefits of the revolution in 1359 to the Council, on goods imported into the

island

Was established. Thus, the island became part of the privileges of a free zone. Arvand Free Zone in the northwestern Gulf and south-western Khuzestan province with an area of over 173 square kilometers located at the confluence of Karoon and Arvand River and the border with Iraq and Kuwait. The master plan has been prepared on the basis of 3 main sections Industrial Parks Khorramshahr and Abadan, Minoo Island Shalamcheh and a total area of 8600 hectares of land area and 4,800 hectares of industrial activities to other sectors in the tourism business and administrative areas and 3,800 hectares parts of the port, warehousing and dedicated transit. There is plenty of water and gut Bahmanshir, Karoon and Arvand, relatively good transport facilities of road, rail, sea and air in and out of the country and the international airport in Abadan and short

distance to the neighboring countries of the Arvand Free Zone's unique advantages.

Arvand Free Zone Organization of the Islamic Consultative Assembly after due process and its activities began on 04.05.1383 and subsequently the legal limit, on 18/4/1384 under the approval of the cabinet has been determined. This area of the city of Abadan and Khorramshahr parts with industrial infrastructures, trade and tourism, and in its place is a privileged position compared to other parts of the country. The privileged position of a national look and feel, and hope Myrvdk·h free trade zone - one of the largest areas of industrial Arvand commercial, industrial and tourism in the Middle East.

This area is in the northwest of the Persian Gulf and fact The area for storing, transit and re-shipment of goods to Iraq, Turkey and the Caucasus This area established for all industries, especially oil and gas and petrochemical appropriate local Has all of the advanced infrastructure and public services Abadan airport as an international airport was registered could point to the relationship between the Persian Gulf and Central Asia, the Caucasus considered Minoo Island as part of the Arvand Free

Zone welcomes investors to build tourist infrastructure

Khorramshahr port performance in 93 years in the field of loading and unloading, export and transit of relative growth compared to the 92 years that this investment by increasing CSI Organization Arvand Free Zone to attract foreign and domestic investors in the port Khrms·hr more. Arvand Free Zone in the years 1388 to 1391 to evaluate the performance of its functions in terms of imports, which in 91 years has been relative growth compared to previous years. But with the main objectives of creating a free trade zone is far from including domestic and foreign investment and foreign exchange income and the development of the port of Khorramshahr.

2. RESEARCH METHODOLOGY AND DATA ANALYSIS

2.1 METHODOLOGY

this research has purpose, is functional and descriptive nature. 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 Zyrfaktvrhay Mmvsr the main factors

on the development of the port of Arvand Free Tasyrmntqh Khrmshhrshnasayy and then, after coordination was based on a questionnaire with 37 questions was designed with fundamental questions of information Essential requirements interviewee, developed and distributed among specialists in the Free Zone and Port 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 Amvrbdndry, employees and experts in Arvand Free Zone, Customs and General Administration of Khorramshahr port several shipping companies 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 Gzynch-Ha My-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

$$= \text{Points per Sval} [(9) \times (\text{too much response number})] + [(7) \times (\text{large number of responses})] + [(5) \times (\text{number of responses in part})] + [(3) \times (\text{low number of responses})] + [(1) \times (\text{low much response number})] \text{Rabth a}$$

$$= \text{Points per question (Question of points) / (Number of respondents interviewed) Two}$$

$$\text{The relationship between mean scores of the factors main factor} = \text{Points per invoice}$$

2-3 population and sample

The population of this research consists of managers and experts Rdh-Hay -Myany Amvrbdndry and Free Zone and the port of

Khorramshahr customs officials and experts, and several shipping companies as well as the number of students in maritime transport

and port tendencies and is considered navigable.

To Nzr-Snjy 50 people specializing in this area (free zone, customs, 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 of the narrative is necessary.

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. Because alpha is the result obtained 8634/0

there where that is necessary reliability of the questionnaire.

Table 2 reliability of questions.

3. Analysis of the results of research

At first, the factors that influence the development of the port of Khorramshahr Arvand Free Zone 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 of study 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, 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 the factors that influence the development of the port of

Khorramshahr Arvand Free Zone

To our knowledge, information and library and interviews with expert and use the techniques of mental storm among the major factors that influence the development of the port of Khorramshahr Arvand Free Zone results were obtained as follows:

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 and regional port facilities

and technical facilities and infrastructure and those of adequate public services and advanced infrastructure in the area is the sea port and are the Arvand Free Zone and Bndrkhmrshhr provide a significant impact on attracting inward investment and foreign, export promotion, foreign exchange earnings, loading and unloading, handling, storage and transportation of goods through the port of Khrmshhrkhvahd was fast. This is the factors include:

Adequate basic infrastructure and public services and advanced infrastructure

Attracting domestic and foreign investment

Development of export and increase foreign exchange earnings

Benefit from the advanced information systems in the port of Khorramshahr

Hinterland appropriate role

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

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds	upper bound
Adequate basic infrastructure and public services and advanced infrastructure	9/68	49	0/000	0/76	0/61	0/92
Attracting domestic and foreign investment	16/23	49	0/000	1/40	1/23	1/58
Development of export and increase foreign exchange earnings	11/19	49	0/000	1/28	0/11	1/43
Benefit from the advanced information system	12/60	49	0/000	0/95	0/80	1/10
Hinterland appropriate	13/23	49	0/000	0/83	0/71	0/96

Given the significance of the above tests (Tables 4 and 5) it can be said that technical factors affecting the port of Khorramshahr port and regional development an important loss (p <0.05).

3.2.2 Political factors

Another factor that can affect the performance of the Arvand Free Zone of Khorramshahr port development, political issues and factors that influenced it. Macro-political conditions of the country (s) as external factors affecting foreign investment and earning foreign exchange and export promotion is one of the most important factors in the host country. The political acceptance of this relationship. Political conditions that affect the Arvand Free Zone

and port of Khorramshahr answer as follows:

- International sanctions against Iran
- Political tension and insecurity in the Middle East
- Political stability in the country
- Increase the willingness of Iraq, Afghanistan and some Persian Gulf states to transit through Iranian 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 political factors influence the development of Khorramshahr port is Arvand Free Zone.

Table (6) One sample T test results Factor 2

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	Questions raised	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds
International sanctions against Iran	18/50	51	0/000	1/24	1/11	1/37
Political tension and in security 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 Iraq, Afghanistan and some Persian Gulf states to transit through Iranian activities	19/18	48	0/000	0/27	0/77	1/04

3.2.3 Management and organizational factors

on matters of domestic and foreign investment, transit of goods, development of

export and earn foreign exchange and political and economic management to monitor and ensure that the objectives and implementation of these policies and the

continued export, and increase port operations and ensure maritime port of Khorramshahr. The development of Khorramshahr port management and operations due to the nature and number of procedures involved and terminals (such as Arvand Free Zone, rail, Jadhāy, Shipping, Ports, Customs and Border point Shalamcheh) is the scatter. The management of each of these organs can affect the performance of the port of Khorramshahr. These factors were identified as follows:
 Manpower performance
 Complex administrative bureaucracy

Training of human resources involved in Arvand Free Zone, the port of Khorramshahr 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 Marhāy descriptive and meaningful level of the table (7) is given. As noted in throughput data show that the managerial and organizational factors influencing the development of the port of Khorramshahr important loss (due to the significant (p <0.05).

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

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds	upper bound
Man power performance	9/87	49	0/000	1/24	1/11	1/37
Training of human resources involved in Arv and Free Zone, the port of Khorramshahr. Customs	9/89	49	0/000	0/69	0/55	0/83
Complex administrative bureaucracy	6/25	49	0/000	0/52	0/36	0/69
Management decision makingat different levels of management	10/53	49	0/000	0/83	0/68	0/99
Manpower performance	6/68	49	0/000	0/62	0/43	0/80

3.2.4 Social factors

The next factor affecting the development of the port of Khorramshahr social factors such as the risk of riots, strikes and riots in which a to-be in the proper functioning of transport

and organizations involved in the export and transit of influence. Zyrfaktvrhay influencing factor can be defined as follows: Immigration and ethnic diversity in Arvand Free Zone and port of Khorramshahr. 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

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	Questions raised	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds
Immigration and ethnic diversity in Arv and Free Zone and port of Khorramshahr	18/50	51	0/06	1/24	1/11	1/37
Avoid any social problems and strikes that have caused delays in the customs process	24/77	49	0/000	1/53	1/40	1/65
Reducing the amount of official holidays in the country	21/45	49	0/000	1/18	1/55	1/73

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 quick and easy displacement of the territory of a country is an export and transit and attract domestic capital and external to the country in throughput. The economic and industrial factors that affect the development of Khorramshahr port include the following:

- investment firms and investment institutions affiliated to government
- inflation in the country
- increase the value of the currency against the national currency (especially "the dollar)

- good infrastructure and public services and advanced infrastructure to attract investment
 - There are various industrial plants such as petrochemical and Palayshgah→Ha
- The results of performance tests One sample T test with 95% above invoice approval My→Nmayd significant ($P < 0.05$). 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 will not have any effect on the development of the port of Khorramshahr.

Table (9) One sample T-test results of factor V

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds	upper bound
Investment firms and investment institutions affiliated to government	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 "increase in the dollar")	-1/76	83	0/05	-1/28	-1/44	-1/16
Infrastructure and adequate public services and advanced infrastructure to attract investments	19/56	83	0/000	1/50	1/35	1/65
There are various industrial installations such as petrochemical and refineries	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 affect the Arvand Free My→Dhnd.mntqh to enter the markets of Iraq. Special position in the region and the country needs now and in the future, both residents and residents of language and communication and the importance of the region to redouble the two sides of the border.

Part of the Arvand Free Zone impact on the development of the port of Khorramshahr in Khuzestan province and the country is related to geographical issues. By definition, the following factors can be used to check brainstorm them.

– near the port of Basra and the border of Shalamcheh

– regional weather conditions

– tidal conditions Arvand River

– Mountain lack of transit and export of goods from the port of Khorramshahr

One sample T test results also demonstrate that this is the geographical factors on the performance of Arvand Free Zone in the development of the port of Khorramshahr effective. It is worth noting One sample T test test significant differences in weather conditions and tidal conditions

Khorramshahr port is not valid and have no effect on the development of the port ($P > 0.05$).

Table (10) One sample T-test the sixth hypothesis test results

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	Questions raised	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds
Near the port of Basra and the border of Shalamcheh	8/58	49	0/000	0/51	0/80	1/29
Regional Weather Conditions	1/74	49	0/08	0/17	-0/02	0/35
Arvand River tidal conditions	9/43	49	0/000	0/88	0/70	1/06
Mountain lack of transit and export of goods from the Khorram shahr port	-0/25	49	0/06	-0/23	-0/21	0/16

3-2-7 legal factors

Terms Another factor that can affect the performance of free zones in the 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

Khorramshahr. Effective legal factors-are defined as follows:

- lack of dynamism of some of the regulations in relation to foreign investment
 - cumbersome customs rules
 - the export and import laws and regulations
 - there are strong areas of legal, criminal
- Bhrh-Mndy of e-commerce

One sample T test results of the test in the

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	Questions raised	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds
Absence dynamism of some of the regulations in relation to foreign investment	9/68	83	0/000	0/76	0/61	0/92
Cumbersome customs rules	16/23	83	0/000	1/40	1/23	1/58
Terms of exports and imports	11/19	83	0/000	1/21	0/99	1/43
There are strong legal background, criminal benefit from e-commerce	12/60	83	0/000	0/95	0/80	1/10
The lack of dynamism of some of the regulations in relation to foreign investment	13/23	83	0/000	0/83	0/71	0/96

goods at the port of Khorramshahr increased and the cost of goods will be affected. This leads to reduced performance will

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 a significant role in the development of Khorramshahr port has **Table (11) One sample T-test results of factor VII**

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 and increase the export and Ports influence.

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

performance is the Arvand Free Zone, agreed.

facilitating the import and export of goods in the country and influence ultimately affect the performance of the ports. The following factors defined in this section include:

- boarding operation in the country's customs.
- improve Nvbt→Dhy time and visit the product
- clearance at customs with modern 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.

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

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	T-statistics	Degrees of freedom	Significance level	The difference between average	Lower bounds	upper bound
Customs circadian functioning in 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,

lack of transportation to the ports of the country could affect the country. In this section aims to recognize the impact of transport infrastructure In the Arvand Free Zone and Port Khrmshhrtasyr transition. The following factors defined in this section include:

- having efficient rail transport
- increase the number of locomotives and wagons in the country
- are standard Jadh-Hay
- increase the number of trucks

One sample T test results also show that people with influence transport in transit through the port of Khorramshahr, were agreed (P <.05). One sample T -test test results in Table 13 below.

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

Factor 1	The value of the the test = 3				95% confidence interval for the difference between the average	
	T-statistics	Degrees of freedom	Significance level	The difference between average	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 main factors	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

Economic development requires investments in different economic sectors and activities. No investment plans of infrastructure and superstructure can not be expected to expand employment, production and the economic well-being. Today many countries of the world have had a strong interest in attracting foreign investment. For this purpose, one of the most useful and appropriate, the establishment of advanced infrastructure and the introduction of appropriate investment benefits. Identify bottlenecks and obstacles to attracting investment and promoting free areas, a clear vision of the factors that attract and expand domestic and foreign investment delivers.

and to achieve the main goals away. Arvand Free Zone Organization weaknesses include lack of basic infrastructure facilities and adequate public services and advanced infrastructure investment barriers in this area.

Lack of investment firms and investment institutions affiliated to government investment in this area is an obstacle in the area.

Legal uncertainty, limitation, failure and lack of dynamism of some of the regulations in relation to foreign investment is the investment barrier.

Lack of suitable benefits of investing in this area is an obstacle in attracting domestic and foreign investment in the area.

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. The port in the extreme southwestern

Khuzestan plain of appropriate infrastructure for commodity exchanges is commercial.

The establishment of the Arvand River Khrmshhrdr port, the port and terminal as the main route for Iran, Iraq and Kuwait introduced the trade.

The port is one of Bnadrkantynry country in the Persian Gulf and because of its proximity to Iraq, a strategic area of business and political opinion is that by being in the range of Arvand Free Trade Zone close to the refinery in Abadan, Khuzestan Steel Industries has provided a good opportunity for investment.

We Hazrklyh Khorramshahr port infrastructure has been completed and compared with pre-war, is far better.

Despite the existing container facility at the port of Khorramshahr, the development of the terminal and construction of a standard terminal with an area of 30 hectares in the territory of the port is on the agenda.

The main objective of this study is to evaluate the effect of Arvand Free Zone in the development of the port of Khorramshahr.

The statistics and data from the port of Khorramshahr PMO performance evaluation results show that the activity of loading and unloading between 92 to 93 is the port of Khorramshahr. As you can see is made, the

loading and unloading process in 93 to 92 years are quite "have been rising. The total loading and unloading of 93 shows growth of 26%.

The port's total exports in 93 to 92 years has seen an increase, as well as the transit port of Khorramshahr in 93 to 92 years has declined.

Using statistics and data from the free zones of Iran and the Iranian Customs site performance Arvand Free Zone were investigated. study and review.

Then, review and interviews with experts and expert information resources and library, and use them to brainstorm techniques, 9 factor as the major factors affecting the development of the Arvand Free Zone were identified Khorramshahr. The results showed that three factors, customs, political and technical-port the most important for Arvand Free Zone in effect on the development of Khorramshahr port has an important loss. And three geographical, economic, industrial and social importance in the least impact on the development of the port of Khorramshahr have the Arvand Free Zone.

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