

FAKTOREN, DIE DIE ENTWICKLUNG DES CHOBAHAR HAFENS BEEINFLUSSEN

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Zusammenfassung: Mehr als 90 % des Welthandels werden heute über den Seeverkehr abgewickelt. Daher ist eine Planung erforderlich, um die Leistung von Häfen zu verbessern. Eine der Voraussetzungen für die Entwicklung einer konsistenten Programmierung für Ports ist ein angemessenes und angemessenes Verständnis ihrer internen und externen Umgebung. In diesem Artikel analysiert der Autor die internen und externen Faktoren, die die Entwicklung des Chobahar-Hafens der Islamischen Republik Iran beeinflussen.

Schlüsselwörter: Terminal Shahid Beheshti und Kalantari, Seeverkehr, nationaler und regionaler Wettbewerb, Softwareinfrastruktur, Transitkorridore, Ostachse.

FACTORS AFFECTING THE DEVELOPMENT OF CHOBAHAR PORT

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Abstract: Today, more than 90% of world trade is carried out by sea transport. Therefore, planning is necessary to improve the performance of ports. One of the prerequisites for developing consistent programming for ports is a proper and reasonable understanding of their internal and external environment. In this article, the author analyzed the state of internal and external factors affecting the development of Chobahar port of the Islamic Republic of Iran.

Keywords: Shahid Beheshti and Kalantari terminal, maritime transport, national and regional competition, software infrastructure, transit corridors, Eastern axis.

Since the past, ports have always played a key role in international trade and cargo transportation. Therefore, attention to proper port planning can play an important role in the development of the port and the region, its development, prosperity and economic growth. One of the main measures of proper planning is the need to know the factors of the internal environment (strengths and weaknesses) and external environment (opportunities and threats) that affect the operation of ports.

Today, organizations, institutions and companies live in a world where dynamism, change, instability and risk are an integral part of them, and they must operate in this unstable and turbulent environment, grow and develop despite existing changes and problems. Organizations are required to develop and implement special strategic planning for effective implementation of their activities. In foreign trade, especially in transcontinental trade, the transportation of goods by sea takes the main place, and without sea transport, it is impossible to import and export goods, which are the basis of modern world trade.

Statement of the problem. Maritime transport is part of a general or integrated transport chain. The general chain of transportation consists of transportation of goods between the origin (in the sense of places where raw materials are located or production of raw materials) and the final destination (the place of production using raw materials or raw materials). The fact that sea transport is part of the overall transport chain is that before and after the goods are transported by sea, other means of transport are involved in the problem of cargo transportation. In the past, international trade was concentrated on the eastern coast of Northern Europe and North America. Today, however, world trade routes have become more diverse. Ports are intermediaries between sea and land transport. In the past, ports were used as unloading and loading areas, but today's ports play a key role in adding value by packaging goods of various sizes, in addition to the unloading and loading function. Today, ports play a special role in international transportation based on production and distribution.

Globalization of trade, transport and communication has created port competition. Therefore, in order to survive, grow and develop in the field of competition, port managers and decision-makers must constantly identify a set of internal and external factors that affect the process of port operations, and in this way take measures to increase the competitiveness of the port.

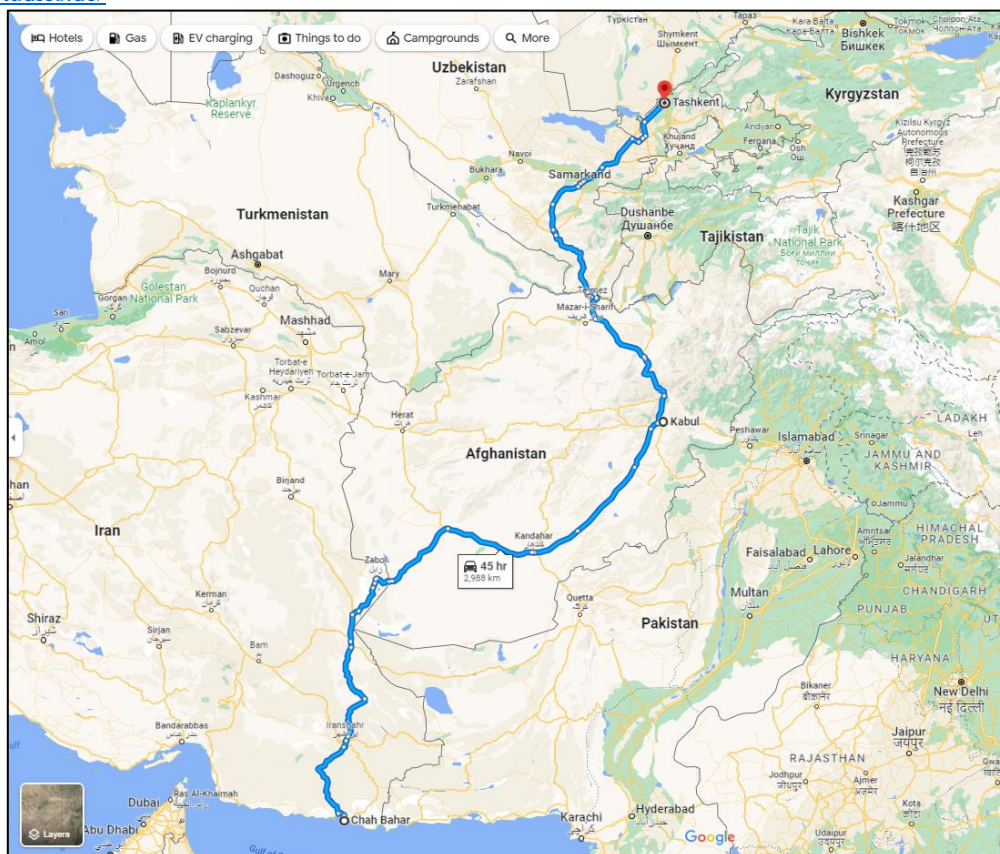


Figure 1. Ports of exit to water bodies of the Islamic Republic of Iran

Source : Ministry of the road and urban development of Iran (the Ports and Maritime Organization)

The Islamic Republic of Iran has a privileged geographical position globally and internationally. At the same time, the port of Chobahar has a unique and important geostrategic position. On the one hand, this port is the only ocean port in the country located outside the important area of the Strait of Hormuz. On the other hand, because it has the shortest communication and transit route to Afghanistan and Central Asian countries, the transportation and transit of goods from the port of Chobahar is of great importance. In addition, the port of Chobahar is known as the key to the development of the eastern part of the country (axis) and the gate of the North-South transit corridor. In order to increase the success of the port of Chobahar in the national, regional and international arena, it is necessary to continuously identify, control, check and monitor the internal and external environment around the port. In this article, a set of internal and external environmental factors surrounding the port of Chobahar and affecting the process of port activity is studied, and the identification of appropriate measures for the growth and development of the port is identified as a priority.

Researchers' opinion. Salima and Dwarakisha noted that transport plays an important and fundamental role in the economy of countries and regional development balance. It also has an important impact on national integration in the global economic market and they are organized to carry out important economic activities in coastal areas. Increasing the annual capacity of ports, developing infrastructure and superstructures, and providing various services to ships and their personnel have many benefits for the economy of ports and countries. The development of ports leads to the development of the country's economy, improvement of economic activity, increase in supply, increase in foreign reserves, and decrease in the cost of products. The development of port infrastructure directly affects the gross domestic product of countries. Sea transport is cost-effective compared to other modes of transport, and this factor causes the establishment of various industries near the coastal area and the main and important ports of the world in order to efficiently export and import their products and services, and it affects the living standards of their employees and the interests of the region. If the ports are not constantly updated, they face various threats and lose their effectiveness. Therefore, port owners must constantly spend certain costs to upgrade the port, repair and maintain port equipment. They also pointed out that the delay in the construction of the infrastructure of major projects in ports creates unexpected costs [1].

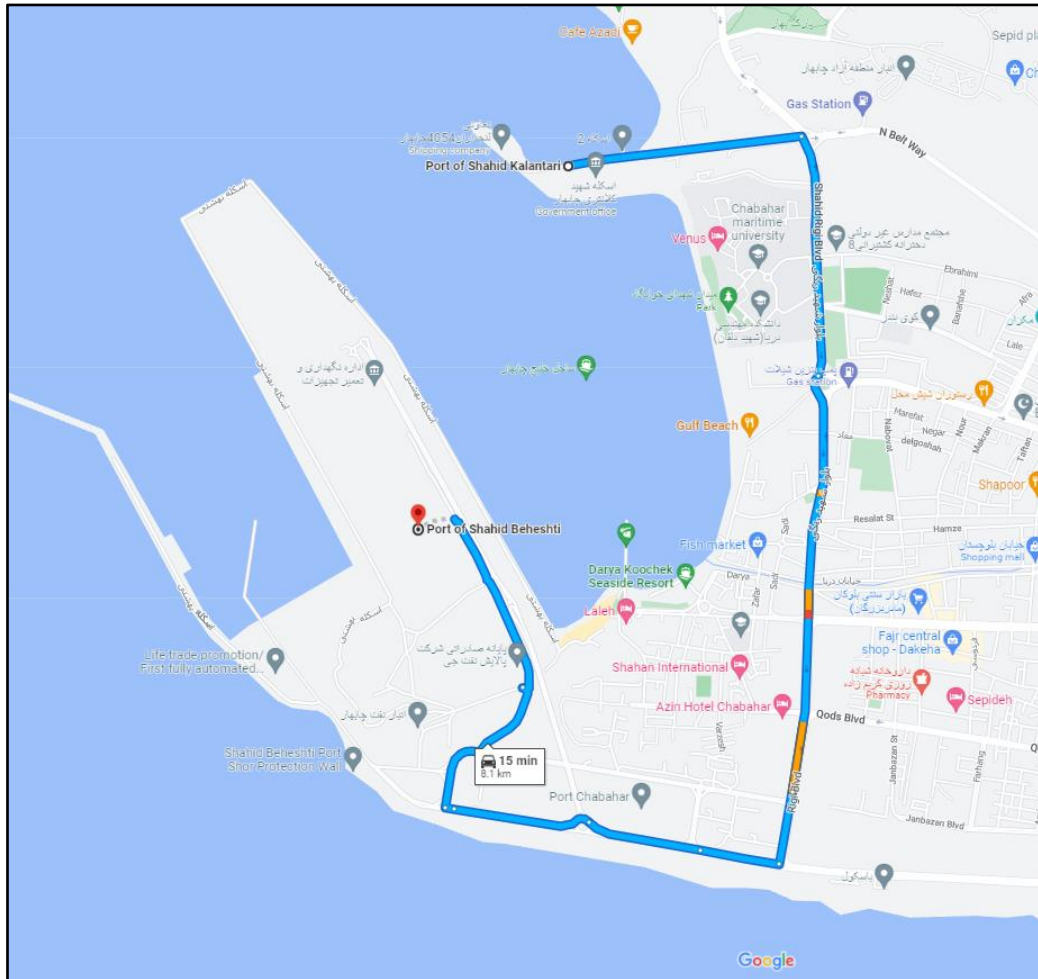


2 . Chobahor port to Central Asia (Uzbekistan) and the shortest transit route through the countries of Afghanistan. Source: Google maps.

In his research, Kayani Moghadam concludes that the ports of Gwadar in Pakistan and Chobahar in Iran have the potential to become gateways to the economic highway of Central Asia and hub ports in the region due to their strategic and important locations. Due to its distance from the important area of the Persian Gulf and the Strait of Hormuz, the port of Chobahar has the opportunity to access the shortest transit route to the countries of Central Asia and Afghanistan and international shipping lines, as well as double strategic importance (Fig. 2). Ports of Karachi and Bandar Abbas can be mentioned as competitors to Gwadar and Chobahar ports. Due to insufficient security in Pakistan's Baluchistan region, the development of the ports of Gwadar and Karachi has almost stopped, while Bandar Abbas is also exposed to potential risks due to its location in the important area of the Persian Gulf. Transportation through the port of Chobahar means shortening of thousands of kilometers of trade routes and reducing the cost of goods. By creating infrastructure, improving the conditions of the Chobahar port in the field of national and regional competition, we can witness the economic highway of Central Asia for cargo transit through the Chobahar port [2].

Iranian scientist Farzad Firouzi believes that information technology has a special place in many aspects of human life, and sea transport is no exception to this rule. In fact, some activities related to maritime transport are so intertwined with information technology that they are almost impossible to do without technology. They also point out that if a country does not follow the international community in

optimizing its maritime transport, it will undoubtedly suffer and in fact leave the competitive field open to other competitors. In addition, in the era of globalization competition, it provides strategies such as strengthening hardware and software infrastructure to minimize the weaknesses of globalization and to counter globalization in order to increase competitiveness and create a competitive advantage for the port of Chobahor [3].

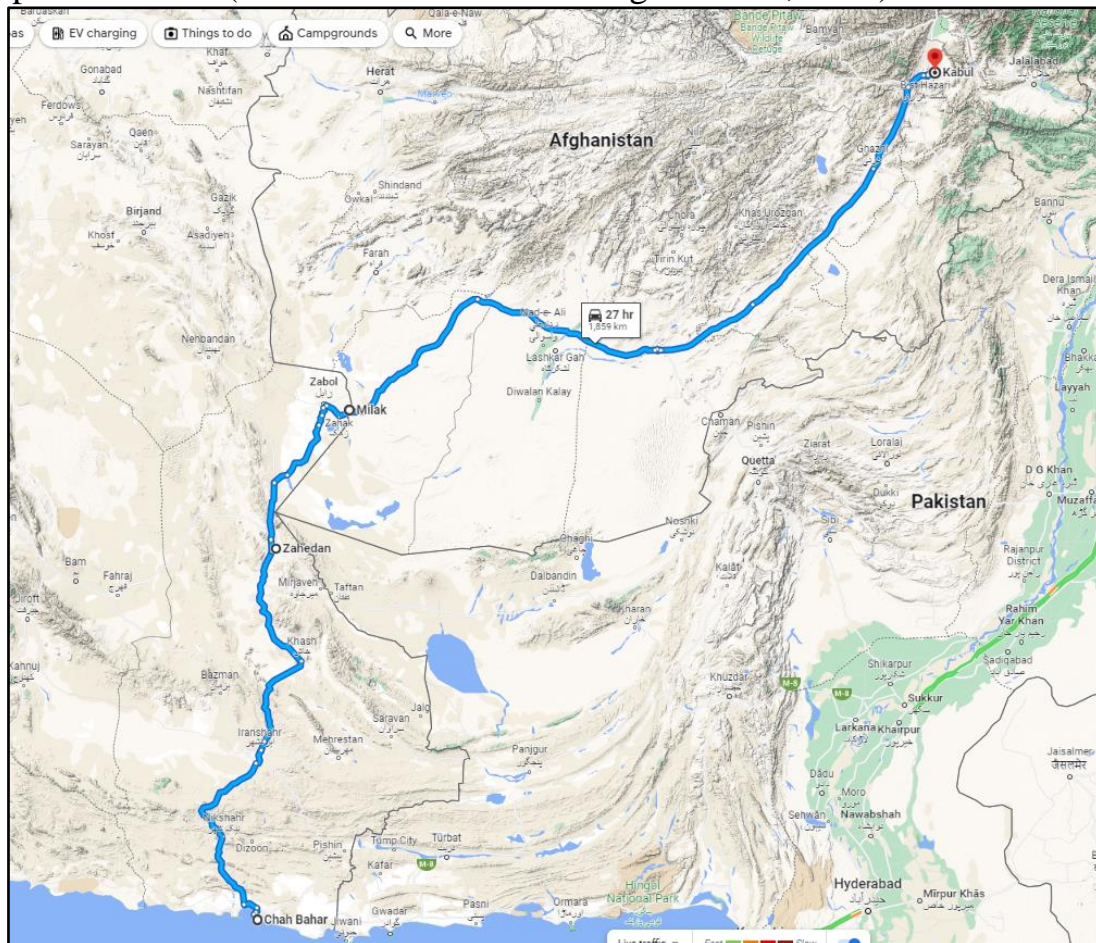


3 . Shahid Beheshti and Shahid Kalantari Terminals of Chobahar Port
Source: Google maps.

Geographical location of the port of Chobahor. Chabahor port is located in the southeast of the country at 60 degrees 31 minutes of longitude and 25 degrees 12 minutes of latitude. Having a very favorable logistic position, located at the mouth of the Gulf of Chobahar, the direction of the main shipping lines to Africa, Asia and Europe, the shortest communication and transit route to the countries of Central Asia and Afghanistan, outside the sensitive and strategic area of the Persian Gulf, the Strait of Hormuz makes this port every has always made a potential state for growth and development (Fig. 3). Chabahor port consists of Shahid Beheshti and Kalantari terminals. Shahid Beheshti Terminal has a capacity of 70,000 tons and Shahid Kalantari has a capacity of 45,000 tons. The total area of Shahid Kalantari terminal is 30 hectares, and the total area of Shahid Beheshti terminal is 254 hectares. The outdoor storage area of Shahid Kalantari terminal is 35,000 square meters, the indoor

storage area is 3,000 square meters, and the outdoor storage area of Shahid Beheshti terminal is 16 hectares, and the indoor storage area is 30,000 square meters.

The master plan for the development of Chobahar Port is focused on the development of Shahid Beheshti Terminal because Shahid Beheshti Terminal has physical development and extensive support area and land capacity. The idea of turning the port of Chobahar into one of the ten largest ports in the world was first proposed by the Americans in 1971 [Resource : Ministry of the road and urban development of Iran (the Ports and Maritime Organization, 2022).



4 . An existing transit route from Chabahar port to Kabul, Afghanistan
Source: Google maps.

There is currently road transit to the port. The cargo goes to Afghanistan and to the city of Zahidan, where the borders of three countries - Pakistan, Iran and Afghanistan meet. Zohi is only 632 km from Chobahar, which can be covered by trucks in a day and a half. Afghan cargo goes to the Milak border and connects to all four major cities of Kabul (Figure 4). There is a free zone in the port of Chobahar where cargo can be loaded. The construction work for the rail link to Zohidan has started and it will take at least 2 years to become operational.

Also, the geopolitics of the port of Chobahar has great potential for strengthening the region's integration into the world economy. Internationally, the port is located on three of the world's largest transit corridors:

1. The East-West Corridor starts from the Silk Gate in China and passes through the Caucasus, West Asia and the Mediterranean Sea. The southern branch of the corridor reaches South Asia and the Persian Gulf through the port of Chabahar.

2. The north-south corridor passing through Northern Europe and passing through Iran extends to the Indian Ocean (Mumbai port) and the countries of South and South-East Asia.

3. The South Asian Corridor starts from Southeast Asia and India. It extends through Iran, Turkey and Iraq to Europe and the Mediterranean Sea, where the port of Chabahar is one of the most important points [4].

The mission and goals of Chabahar port. The goals and objectives of Chabahar port are as follows:

increasing the efficiency of the port;

increase the ability to engage and collaborate with stakeholders (customers, etc.);

improving the efficiency of port facilities and equipment;

increase the level of knowledge and awareness of employees;

reducing the cost and time of goods, especially transit goods;

reduction and prevention of water, air and soil pollution;

study of scientific and marketing methods for goods in transit;

implementation of measures appropriate to the situation and creation of appropriate infrastructure with port development plans;

connection to the country's railway network;

reducing informal economic activity and preventing drug addiction (Resource: Ministry of the road and urban development of Iran (the Ports and Maritime Organization, 2022)).

Chabahar port is a strategic port for the following reasons :

It has a delicate and convenient geographical location at the entrance to the Persian Gulf and the Indian Ocean;

Iran's only ocean port, it has more than 300 km of sea border;

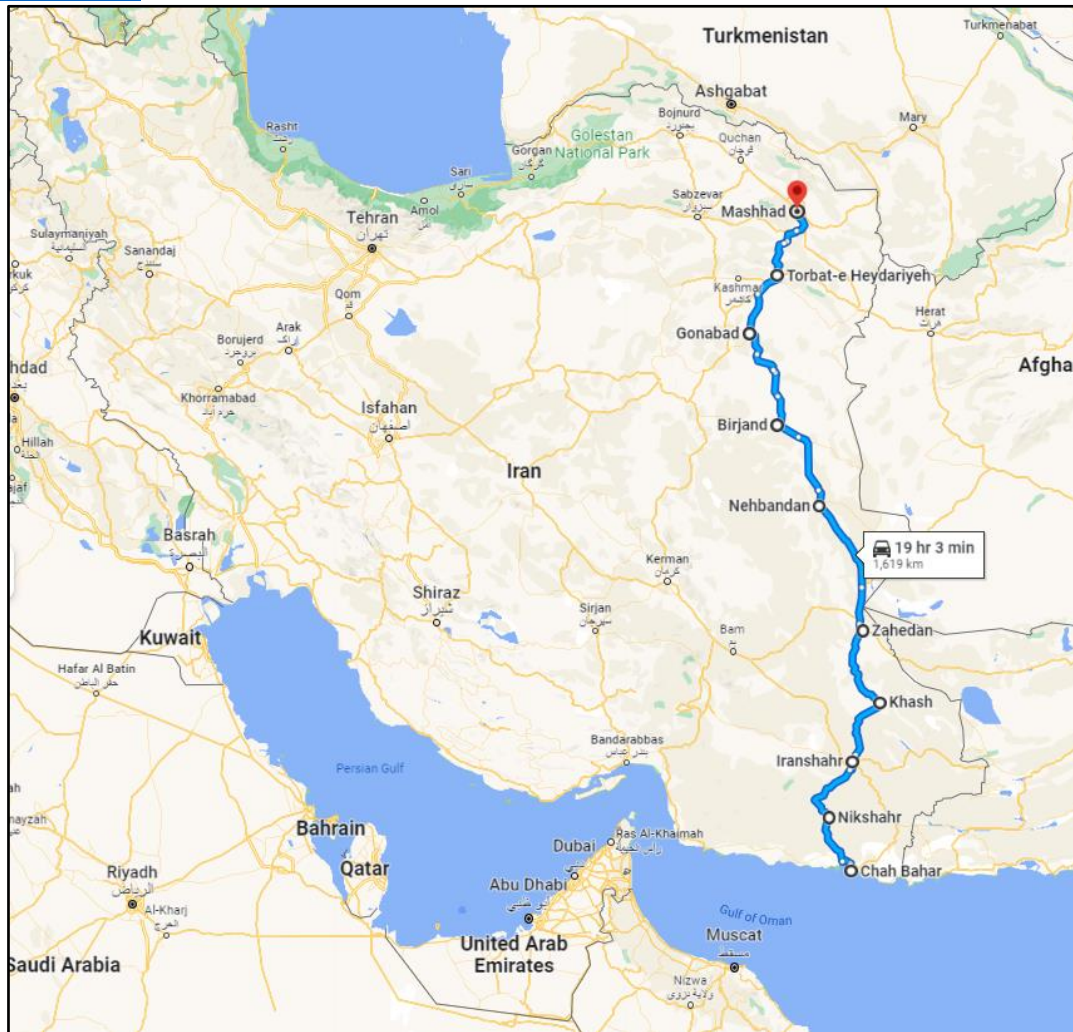
Afghanistan, Pakistan and the countries of Central Asia are located at the closest distance from the land, and the transit of goods is carried out through this port more economically and at the cheapest price;

Access to Chabahar International Airport and reception of wide-body and long-haul aircraft;

Being a neighbor to the countries of Pakistan and Afghanistan and having potential consumer markets due to the relatively large population of these countries;

to have important points and the most secure sea and land terminals in the country;

is the only key to the development of the Persian Gulf and the east of the country [Resource: Ministry of the road and urban development of Iran (the Ports and Maritime Organization, 2022)].



5 . Eastern axis transit corridor. Source: Google maps.

As can be seen from Figure 5 above, the Eastern axis starts from Chabahar port in Sistan and Baluchistan province, passing through Nikshahr, Iranshahr, Khash, Zohidan, Nehbandan, Birjand, Gonabad, Torbat Haydariye and Mashhad, bordering Sarakhs on one side and Razavi in Khorasan province on the other. It leads to Lotfabad and Bojgiron. The road network is the main component and one of the main elements of transit along the route. Also, this axis covers 4 eastern regions of the country with a length of 1840 km.



Figure 6. Parts of changes in the development plan of Chabahor port. Source: Administration of Sistan and Baluchistan [5].

Table 1

Description	Year	Click on it
of approximately 1,650 m long waterway, two container docks (640 m) and three docks (540 m) *Up to a depth of 17 million m3 (-16 m). * Reclamation of 195 hectares of land with sediment	2017	1
container dock (360 m)	2018	2
Oil storage construction	2020	3
Build multiple purpose - built docks _	2020	4
container dock (360 m)	2024	5

**Stages of port development plan
 (based on 2017 data)**

Source: Sistan and Baluchistan Administration [5].

Analysis of the internal environment of the port. A proper understanding of strengths and weaknesses helps an organization achieve its goals more effectively by leveraging strengths and minimizing weaknesses, and avoids wasting resources and opportunities. An appropriate strategy should be developed and implemented by identifying strengths and weaknesses at the national and macro levels, exploiting strengths and avoiding weaknesses. Table 2 below provides information on the main strengths and weaknesses of the Chobahor port.

Table 2

Internal factors: Strengths and weaknesses of Chabahor port

(Strengths) strengths	Weaknesses (Weaknesses)
<ul style="list-style-type: none"> - Iran's only ocean port, with a convenient geographic location for cargo transportation, a favorable geographic climate, and stable weather conditions for loading and unloading operations; - Being outside the important area of the Persian Gulf and the strategic Strait of Hormuz; Minimum waiting time for berthing of vessels and discounts on unloading, loading and storage costs; - It is the shortest, economical and safe transit axis for cargo transportation to Afghanistan, China and five countries of Central Asia (5+2); - the unique geostrategic position of the port in the world (the gateway to the North-South international corridor and its proximity to the East-West corridor, the closest port to international waters and the main route of international shipping lines). 	<ul style="list-style-type: none"> - low speed and lack of modern loading and unloading equipment, lack of a suitable repair workshop for the repair of loading and unloading equipment, lack of specialized ships and docks (access corridor), lack of a suitable place for placing goods, lack of maritime industry infrastructure and related services; - limited private sector investment in the port; - delays in the implementation of port development programs, delays and lack of timely provision of financial resources and funds necessary for projects; - non-participation in marine exhibitions and conferences; - the distance of the port from the political, population, energy and industrial centers of the country; - lack of skilled labor and experienced labor for loading and unloading operations; - lack of port infrastructure to provide additional logistics services.

Source: Compiled by author based on data analysis.

Analysis of the external environment of the port. The external environment of any organization refers to the factors that affect the performance and success or failure of this organization, and the organization has no control over them, or in some cases can exercise little control over them. By studying and analyzing the external environment of the organization, the opportunities and threats faced by the organization are determined. Table 3 lists the main opportunities and threats in the port of Chobahar.

Table 3

External organizational factors: opportunities and threats of Chabahor port

Opportunities	(Threats) Threats
<p>The possibility of using two customs offices in Azad and Chobahor cities;</p> <ul style="list-style-type: none"> - the possibility of creating large 	<ul style="list-style-type: none"> -international and comprehensive sanctions, negative political positions against Iran, existence of

<p>export and regional industries and becoming the main commodity port in the Persian Gulf region;</p> <ul style="list-style-type: none"> - the possibility of organizing international exhibitions in the region; - Iran's willingness to conclude a transit agreement with Afghanistan and invest in the Chabahar port of India and China; - has a greater regional competitive advantage than Gwadar port in Pakistan; - Tension between India and Pakistan, Pakistan and Afghanistan; - the presence of people with maritime knowledge in the port; - availability of higher and specialized maritime educational centers (Chabahar maritime university) near the port; - availability of sufficient cheap labor in the region. 	<p>smuggling problem, existing weak infrastructure in the region;</p> <ul style="list-style-type: none"> - Involvement of port operators and international marine vendors in nearby ports; - Attracting foreign investments to the ports of Salalah in Oman and Gwadar in Pakistan; - Iran's non-membership of the World Trade Organization, lack of coordination between domestic and international laws, lack of international banking system and lack of foreign banks in the region; - lack of facilities necessary for the development of activities and improper use of facilities; - that communication and transit networks lack equipment or are of poor quality.
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Source: Compiled by author based on data analysis.

The annual capacity of the port of Chobahor is about 5 million tons, and the tonnage capacity of each ship is 25 thousand tons. The annual capacity of Chabahor port increased from 2.5 million tons to 8 million tons in a few years and it is expected to reach 86 million tons by the end of 2024. However, following the reimposition of sanctions against Iran, foreign companies are wary of further investment. In 2019, almost 3 million tons of cargo were transported through the port, and it is planned to be modernized in the future.

In conclusion , it can be said that ports are the entry and exit doors of countries. Their correct operation and high efficiency directly affect the economic well-being of countries. The Islamic Republic of Iran has a unique geostrategic and geopolitical position in the world and is rich in resources and natural resources. Factors that have a significant impact on increasing the gross national product and income of a country and lead to employment, economic growth, technological improvement and productivity are :

- located at the main entrance to freight lines ;
- proximity to international ports;
- being on the transit route of the world and having more than 300 kilometers of water borders to the north and south.

All components of its internal and external environment should be carefully studied and monitored in order to strengthen and support the strengths and reduce the weaknesses of the port of Chobahar to achieve its ever-increasing growth and excellence and to successfully implement the port's development plans. By turning

them into strengths and making proper, effective use of upcoming opportunities, mitigating threats, the port's success can be guaranteed.

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