

Analysis of Opportunities and Challenges for the Development of Free Zones in Iran Case Study: Chabahar Free Zone

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ABSTRACT

Chabahar is considered one of the most important economic and commercial pillars of Iran. Due to its proximity to India, Pakistan, Afghanistan, countries of Central Asia, the margin countries of Persian Gulf and Oman Sea as the world's largest energy sources and easy access to the mainland of Iran, the region has the greatest opportunities and advantages for domestic and Foreign investors. Multifaceted transportation of air, land and sea, located in the safest and closest direction to world markets, is another part of the benefits of the Chabahar Free Zone. There are many legal and legal advantages to invest in the Chabahar Free Zone, including investment guarantees based on the law of encouraging and supporting foreign investment in Iran, and the possibility of transferring 100% of capital and profits from the activities of registered individuals Foreigners are abroad. Tax exemption of 100% for income and assets for 20 years and renewable, exemption from entry of machinery and raw materials consumed by units from customs import duties, free export of manufactured goods of each region from the general provisions of export and import, and exemption from customs regulations for manufactured goods units The industrial area has been considered for other countries to export to the mainland the value added of domestic raw materials. Investors in the Chabahar Free Zone have the potential to use foreign labor force at the rate of 10% of the total workforce in the region, and the investor is also allowed to retail. In this paper, the authors of the paper are analyzing opportunities and challenges and presenting strategies for the development of the Chabahar Free Zone.

Keywords: Chabahar, Free Zone, Economic Development, Implementation Strategies, Challenges and Opportunities

INTRODUCTION

Chabahar port is of great importance due to the strategic location, which is the closest way to access the waters of Central Asia (Afghanistan, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyzstan and Kazakhstan) to free waters, and there is a lot of construction and investment in it; The construction of the docks and increasing the loading capacity of the ocean vessels (in the Chabahar Bay) and the construction of railroads to Central Asia and the construction of the international airport of this port is one of the most important crossroads of the North-South corridor of global commerce. In addition to its commercial location, Chabahar has many historical and natural attractions. The climate of this city and its surroundings is always springy and temperate, and therefore it is called Chabahar (Quarterly). Chabahar is the capital city of Chabahar, located in the southeastern tip of Iran,

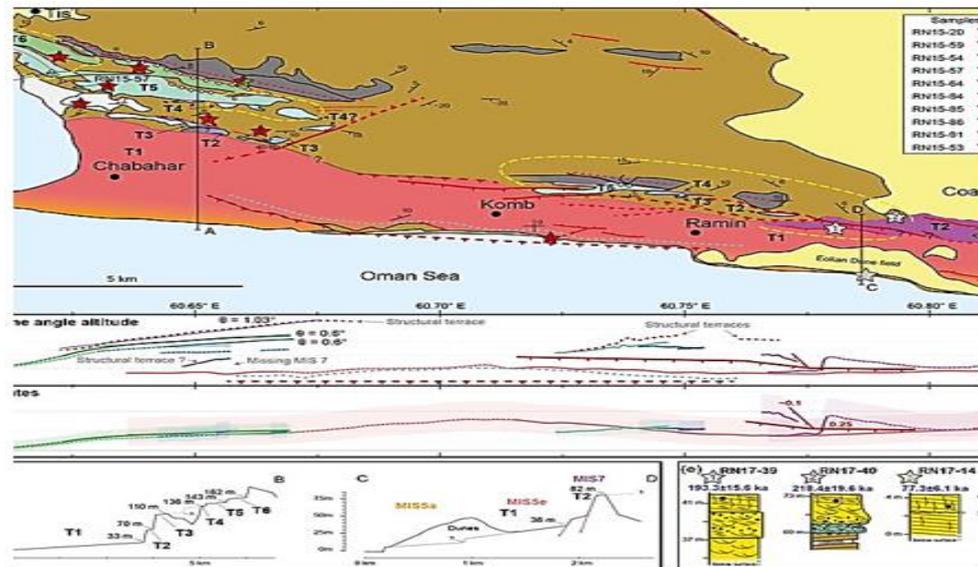
next to the warm waters of the Indian Ocean. Chabahar is located in Makran district of Balochistan. Makren and the southeastern coast of Iran during the Medes, especially the Vedic dynasty or the Stewigo (585-550 BC), is one of the satrapies of the eastern provinces of the state, and it is mentioned in the name of the land of the Parikhanian and Azishian lands of Asia. The territory of Makran, including the city of Chabahar during the Achaemenid dynasty, was the only satrap of the 14th dynasty of this dynasty.

According to available evidence, this port city has been named after the abandonment of the historic port of Tis. Chabahar was considered for a long time because of its strategic position and proper conditions, and this made it possible for foreigners and colonial powers to open an important harbor in this city, which, in addition to colonial actions by foreigners, stirred up

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Many of the cultural interactions of Chabahar have been a major transformation that occurred in past periods in the field of economy and trade in Chabahar and the province. The emergence of Chabahar's commercial industrial zone as the

centerpiece of the province's development. In this article, the authors try to analyze the characteristics, economic, cultural and tourism structure of the Chabahar area and the challenges in this regard.



Map of the Chabahar

RESEARCH METHODOLOGY

The hypothesis of this paper has been tested on the basis of the combined methods of historical sociology and futures studies, and research data has been compiled based on the library and internet methodology.

BACKGROUND

During the Qajar period in 1891 AD, Ebrahim Khan Behzadi Bami (Brigadier General) was elected to the Bampur government and during his reign, the Iranian government seized the Balochistan government. In 1281, the lord, Ibrahim Khan captured the stronghold of "Herat", which seemed indelible, thereby developing the power of the central government to the immediate vicinity of Kohak and Chabahar and Goether. Chabahar, but by the year 1289, they had been captured by the Arabs of Muscat, and they were trying to capture this important harbor. The British, and in particular the Goldsmith, who was appointed by Britain for border arbitration between Iran and the Kalat region, also supported Musabat's claim to Chabahar. To prevent such threats, the Iranian government was deployed and Ibrahim Khan seized the port of Chabahar in 1900 to expand his power. In the year 1925, the Qajar government attempted to consolidate its sovereignty over Chabahar and suppress the commander-in-Chief of Muhammad Khan's son-in-law, Dost Mohammad Khan. In

the report of the commander of Kerman province on March 10, 1925, the Ministry of War emphasized the necessity of confronting the religion of Mohammad Khan and the creation of a military garrison in the wells of spring and ordering the customs of this city. The report also points out that unrest in Balochistan, and especially the turmoil of Mohammad Khan, is due to the policy of the British government, and the reason for this policy of the British government is the fear of this government from the authority of the central government of Iran in Balochistan, and especially in the wells of spring It has been known. Authority that could make Iran's influence in Balochistan also possible.

In 1928, a military operation was launched against friend Mohammad Khan. In the month of 1307, the last Balochistan government collapsed. By removing the friend of Mohammad Khan from the political equations of Balochistan, the power of the central government in this state, including in Chabahar, was fully consolidated. In 1973 AH, the comprehensive plan for launching the Chabahar port was commenced, and contracts were signed with contractors in this regard. After the victory of the Islamic Revolution, several years later, the operation of the port was stopped, after which the project was resumed and the year 1983 was practically exploited. Of course, the completion of this project continued until a few years later [1].

ECONOMIC AND COMMERCIAL SITUATION

According to United Nations researchers in the field of international transportation, about half of the world's transportation between the Far East and the rest of the world is taking place. Of the 3 international freight corridors that UN experts predict for this, 2 corridors will pass from Iran and Chabahar will be the southernmost corridor in the East-West of the world. The corridor begins at the Silk Gate in China and feeds the heart of the country's economy, the Cantonese Province, and joins the land of Southeast Asia, and then traverses it into India, covering the most important cities of the area such as Kolkata, Nakpour, Jaipur, Hesarabad, Karachi and Bin Qasim come to Chabahar. The Chabahar port is the easiest and most strategic way to access free waters for six landlocked countries in Central Asia. Chabahar port is of great importance because of the strategic location, which is the closest way to access the waters of Central Asia (Afghanistan, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyzstan and Kazakhstan) to free waters, and there is a lot of construction and investment; Including the construction of a docks and increased capacity for loading ocean vessels, railways to Central Asia and the construction of international airports. This port is one of the most important crossroads of the North-South corridor of global commerce. Chabahar has several areas or sections:

- Old and new section of Chabahar city;
- The coastal area of the fishermen's lagoon, located in the Old Town area and on the coast of Konarak near the airport;
- The commercial and industrial zone with a total area of 140 square kilometers consists of 9 units. A: residential section. B) Section of hollows, warehouses and workshops. C. Industrial sectors such as the Makran Petrochemical Complex and the Steel Complex, and major national projects such as the Township of Energy Automobile industry of the industrial city of Fishery town and;...
- Loading and unloading docks including a: Old Martyr Kalantari Pier. B: New Khatamol-Anbia Pier (Shahid Beheshti).

All of these areas are located around the Chabahar Bay. The Chabahar Free Zone with an area of 14,000 hectares in the southeastern tip of Iran at 25 degrees and 20 minutes north latitude and 60 degrees 27 minutes east along the eastern bay of Chabahar and beside the waters of the

Oman Sea has it. The area is connected to the Middle East and Afghanistan by land and air transport from the north to the countries of Central Asia and Afghanistan, from the east to Pakistan and from the south to the Indian Ocean. Direct access to free waters and outside the Persian Gulf, as well as non-vulnerability in the event of a crisis, has provided a strategic position for the establishment of a communication link between the Middle Eastern and other countries of the world. According to the United Nations, Chabahar is one of the most important ways of the east-west corridor and the southernmost way of the corridor. [2].

GEOGRAPHIC LOCATION AND BREADTH

Due to its location near the equatorial area, the Chabahar port has a slight temperature variation in the seasons of the year. The port of Chabahar, though perhaps at first glance, is a deprived area and does not seem to be a tourist attraction or a historical background, but the fact is that this area has the best oceanic coast of the country and the most temperate air in the south of the country. Chabahar is important not only because it is one of the most prosperous free zones in Iran, not just because it is the only oceanic port of the country, not just because it has one of the best landscapes in the world ... Chabahar is important because it is a heaven of unknowns. Every tourist is fascinated by its beauty. Chabahar, with an area of about 17,155 square kilometers, is located in the southeastern tip of Iran alongside the warm waters of the Oman Sea and the Indian Ocean. The city is bounded by the northern cities of Iranshahr and Nikshahr, from the south to the Oman Sea and from the east to Pakistan, and from the west to the Kerman and Hormozgan provinces. The Chabahar port is located at an area of 11 square kilometers at a height of 7 meters from the sea level and located at 60 degrees 37 minutes east and 25 degrees and 17 minutes north latitude. The distance from Chabahar to Tehran is 1456 km and the ground distance from Iranshahr-Kerman is 1961 km. The distance from Chabahar to the city center is 738 km. The city has about 300 kilometers of blue border in the Oman Sea. The Chabahar port is a geographic port in the Miami port of the Florida Peninsula, with weather conditions quite similar to Miami. Chabahar is located 2286 km from Tehran. Its distance to Zahedan is 721 kilometers and the port of Karachi is 900 kilometers. The Chabahar Bay, with its natural and exceptional crop, is the largest Iranian gulf around the coast of the

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Oman Sea, and is the closest waterway to the Indian Ocean. From mid-July to early September, Chabahar is influenced by the cold winds of the Antarctic, called the 120-day winds in the local term. [3].

WEATHER

The adjoining Chabahar Free Zone with the sea, the proximity to the critical radar circuit and the presence of monsoon winds in the Indian subcontinent and tropical fronts have led to moderate tropical rainwater with relative humidity. This is the warmest part of the country in the winter and the coolest southern port of Iran in the summer. The average maximum temperature (in

June) over a 7-year period was 31 ° C, the average minimum temperature (in January) was 19 ° C, and the average temperature during the year was 26 ° C. The minimum relative humidity is 60% and the relative humidity is 70%. The average annual rainfall is less than 200 mm per year, which is 64% in the winter. In general, Chabahar climate has the slightest changes in the four seasons of the year, and the humidity level rises only in two months from the year (May and May). For example, the air in Chabahar is cooler than in Tehran in the summer. What's a little bit annoying for travelers and some residents is the excessive sultry sweats that increase the body's weight and body. [4].

Climate data for Chabahar													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Record high °C (°F)	31.0 (87.8)	33.0 (91.4)	38.0 (100.4)	42.0 (107.6)	46.0 (114.8)	45.2 (113.4)	47.0 (116.6)	42.4 (108.3)	42.0 (107.6)	41.4 (106.5)	37.0 (98.6)	32.0 (89.6)	47.0 (116.6)
Average high °C (°F)	24.5 (76.1)	25.0 (77.0)	28.1 (82.6)	31.0 (87.8)	34.0 (93.2)	35.0 (95.0)	33.8 (92.8)	32.4 (90.3)	32.2 (90.0)	32.4 (90.3)	29.5 (85.1)	26.3 (79.3)	30.4 (86.6)
Daily mean °C (°F)	20.4 (68.7)	21.3 (70.3)	24.2 (75.6)	27.1 (80.8)	30.4 (86.7)	31.9 (89.4)	31.1 (88.0)	29.8 (85.6)	29.1 (84.4)	28.2 (82.8)	25.0 (77.0)	22.0 (71.6)	26.7 (80.1)
Average low °C (°F)	15.0 (59.0)	16.0 (60.8)	19.0 (66.2)	22.3 (72.1)	25.2 (77.4)	28.0 (82.4)	28.1 (82.6)	26.9 (80.4)	25.4 (77.7)	22.7 (72.9)	18.8 (65.8)	16.2 (61.2)	22.0 (71.5)
Record low °C (°F)	7.0 (44.6)	7.0 (44.6)	9.6 (49.3)	14.0 (57.2)	16.0 (60.8)	22.0 (71.6)	21.0 (69.8)	19.0 (66.2)	19.0 (66.2)	13.2 (55.8)	9.0 (48.2)	7.0 (44.6)	7.0 (44.6)
Average rainfall mm (inches)	29.4 (1.16)	37.9 (1.49)	14.9 (0.59)	6.1 (0.24)	0.1 (0.00)	0.5 (0.02)	6.2 (0.24)	2.1 (0.08)	1.2 (0.05)	0.0 (0.0)	4.4 (0.17)	13.7 (0.54)	116.5 (4.58)
Average rainy days	3.6	3.4	2.0	1.3	0.1	0.1	1.3	0.8	0.2	0.0	0.5	1.7	15
Average relative humidity (%)	61	66	69	70	72	75	77	77	76	73	67	61	70
Mean monthly sunshine hours	240.2	234.1	263.8	278.2	330.2	284.8	244.6	241.4	260.9	295.5	272.5	249.2	3,195.4

Source: NOAA (1963–1990)

NATURAL SCENERY

- Chabahar Bay with sunrise and sunset effects at sea;
- On the outskirts of the Oman Sea and in the southern part of the Chabahar city, there have been large rocks with the advent of sea water and the erosion of sedimentary rocks that formed a beautiful landscape;
- Chabahar port has two large docks called Shahid Kalantari and Shahid Beheshti Harbor with a capacity of 15-100 thousand tons;

There are several fishing harbors in Chabahar, with three more Tis, Rhymn and Brisas fishing tackles more sophisticated. The Tis quay is located within the free zone and the Rhine area at 10 km and the brace is 60 km from Chabahar;

- Between the Kahir and Tang plains and 20 km from the hill village on the Tang-e-Galk road, there are several kilometers from the three small hills of their golf courses, 10 to 20 meters high, two of which are like a hill

and have been deactivated a few years ago, and a third The shape of a volcano is currently active, and it flushes through the crust of a pale gray flower. Like in three other places in the world, it has been reported;

- A recreation complex next to this mountain is under construction. The park was sponsored by the Cultural and Tourism Heritage Organization of Sistan and Baluchestan Province and by Rawahr Development and Development Company;

Lipar Lagoon is located 15 km from Chabahar after the village of Ramin on the road to the coast of Goiter and in the rocks of the rocks overlooking the green doors. From above, the village of Lipar is found among the grasslands. There is a seal between the two mountains that are not far from each other, which sweeps the surrounding wading waters into a waterfall of 14 kilometers. In this pond, a variety of shrubs and shrubs have created a special ecosystem area. Birds such as Cenagher, Flamingo, Cheshm, Varieties of Heron, Peacock, Buckwheat, Tayho, Eagle Dashti, and Khutka are seen in the area. [5].

DEVELOPMENT OF THE CHABAHAR PORT AND ITS PIER

In 1979, a comprehensive plan for the establishment of the Chabahar Port was concluded and related contracts with the contractors were concluded. After the Islamic Revolution, due to lack of funds, part of the plan was postponed, and part of the plan included the installation of a fast-installing pipeline and an overflow damper. Shahid Beheshti Harbor as main harbor of Chabahar in 1361 in connection with the Iraq-Iran war and with the government's emphasis on the necessity of having a port outside the Strait of Hormuz and Persian Gulf was constructed. The quay of Shahid Kalantari with the completion of the four posts of the metal pier was practically exploited in 1362. With the launch of the 5th Shahid Kalantari Port and the 5th Shahid Beheshti Port, in the past years, the Chabahar Port has a capability of 12.5-meter jet vessels.

Economy, industry and tourism in the field of economics, industry and tourism, the issue of unemployment is one of the major and challenging issues in the province of Sistan-Baluchestan. The unemployment rate in the province, according to official statistics, is 11%, and according to unofficial statistics, it reaches more than 30%; the most important opportunity for the province is the abnormal use of the border for trade and transit of goods; however, this opportunity cannot be overlooked in this province. . According to the statistics of the province's industry, mining and trade, in the first quarter of 1394, nearly 1.3 percent of the country's total exports were from the customs and border markets of Sistan-Baluchestan province. Accordingly, the preferred option is to respond to the problems of the province, create border

markets and strengthen the border guard cooperatives to simultaneously change the economy and livelihoods of the region, and in particular the ordinary people. [6].

ENVIRONMENT, WATER AND AGRICULTURE

In the environment, water and agriculture, the province of Sistan-Baluchestan has a fragile and complex situation. The serious problems of the province, from the lack of water and drought and the difficult climate conditions to microbes and destruction and pollution, have brought the province to the brink of crisis in some areas. In the meantime, the most important issue is the lack of water resources, which can be solved by four policies: 1. Design and implementation of optimal water resources control systems; 2. Seawater sweeteners; 3. Water recapture; 4. Improvement of methods and agricultural patterns. In the meantime, "improving agricultural methods and patterns" is suggested as a more effective policy in this regard. [7].

SOCIAL AND CULTURAL

Socially and culturally, Sistan-Baluchestan Province is a sensitive and important province. Immigration, diversity and heterogeneity of ethnic and religious beliefs (both within and outside the society) are low rates of human and economic development indicators, as well as negative representation of the province among the general population of Iran, including issues of the province in the cultural and social field. The most important issue, of course, is the low rate of human development indicators due to the lack of education and skills. Proposed policies for solving this issue include three policies for the development of basic and basic education, the development of higher education, and the promotion of social and civic education.

Effective strategies	Issues and Challenges	Subject area
<ol style="list-style-type: none"> 1. Creating the necessary infrastructure and facilities for exploiting more than the formal borders and existing border markets; 2. Establishing and opening official borders and more border markets to facilitate trade, trade and exports; 3. Changing the single security dimension to the province and choosing a multi-faceted and developmental approach to the province's issues; 4. Realization of the law of border exchanges; 5. Removal of a country listing of imported goods and a list of commodities in a regional manner, due to the differing needs of each province and region, as well as a review of the boundaries of border exchanges in common border markets relative to different markets; 6. Increasing investment capability in Chabahar (removing barriers such as lack of dedicated ports for the Chabahar Free Zone, transportation problems from Shahid Kalantari and Shahid Beheshti to the Free Zone due to the fact 	<p>Abuse of the border for trade and transit of goods</p>	<p>Economic, Industrial and Tourism Policy</p>

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<p>that the port has been taken out of the Free Zone);</p> <ol style="list-style-type: none"> 7. Resolving the problem of delegating the legislative powers of executive agencies to the free zone Implementing the law of conferral of powers to the free zone (Article 112 of the 5th Development Plan Law) with the assistance of executive agencies 8. Determination of the status of the free trade zone of Sistan as an integral part of the Chabahar Free Zone 9. Carrying out studies on cultural and social attachments in leading projects, including the development of the Chabahar Free Zone, the development plan of Makran, Shahid Beheshti Port, Petrochemicals, and ... to accompany more local people and in accordance with the social responsibility of industries. 		
<ol style="list-style-type: none"> 1. Training and provision of facilities to farmers in changing the pattern of cultivation and replacement of high yielding products with low yields 2. Creating industrial clusters and industrial production from date cultivation to exploitation and packaging to create additional added value. 3. Elimination of legal barriers to the production and transfer of camels from Sistan-Baluchestan province to other parts of the country in cooperation with the Ministry of Health and Jihad-e-Agriculture 4. Investigate the presence of large industrial ships (Trale) on the coastal shores of the Congo with the cooperation of law enforcement forces and the Fisheries and Ports Organization, and to seek legal barriers to the entry of these ships that carry a wide range of environmental hazards. 5. The use of new and clean solar and wind energy to create the necessary physical infrastructure in villages, due to the dispersion of villages from each other, as well as the high natural potential of the province in the area of new energy. In this context, the development of a new and clean energy plan should be put in place. 6. Investigating the status of industrial fish farming in cages on the coast of Makran, due to the high potential of the region in this area. 	<p>Abnormal growth in agricultural crops with comparative advantage</p>	
<ol style="list-style-type: none"> 1. Comprehensive studies on the mineral potential of the province 2. Elimination of legal barriers (Clause 3 of Article 6 of the Mines Act) 	<p>Improper use of industry capacity and mine</p>	
<ol style="list-style-type: none"> 1. Empowering villages to strengthen rural tourism 2. Creation of cultural and artistic campaigns with the help of artists and the local and national press to restore the negative image of security feeling in the province as well as the introduction of tourism potential of the province. 3. Providing the necessary infrastructure for construction of tourism complexes in the provincial cities 4. Enhancing marginalization and creating employment in the business of micro businesses through the creation of a market for handicrafts of the province 5. Handicraft training of the province to housewives, especially in deprived areas, in cooperation with the technical and professional organization of handicrafts 6. Creating a complementary handicraft chain in order to reduce the cost and transfer it to other parts of the country for marketing. 	<p>Lack of tourism capacity and micro businesses</p>	
<ol style="list-style-type: none"> 1. Coastal management and pollution control and sewage management 2. Appropriate measures and legal measures to control the pollution caused by the industrial development of Makran beaches 3. Stabilization of internal cells by releasing water from dams and using other stabilization methods such as biological, chemical and mulch stabilization 4. Enhance atmospheric monitoring stations as well as warning systems 5. Rapid planting of water-repellent plant species with rapid growth 6. Health measures such as mask and milk distribution, and warning communities to reduce the negative effects of this phenomenon on the health of citizens 	<p>Air and climate pollutants</p>	<p>Environmental policy, water and agriculture</p>
<ol style="list-style-type: none"> 1. Restoration of national and international species of plants and animals in the province and their introduction 2. Increasing the law of the Hamoon Wetlands and giving priority to the rights 	<p>Biodiversity</p>	

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<p>of nature</p> <ol style="list-style-type: none"> 3. Developing popular contributions and using the capacities of community groups both inside and outside the country to maintain and improve the environment 4. Preventing discarding and hunting of animal species by promoting regulatory systems 		
<ol style="list-style-type: none"> 1. Construction of landfill site in Iranshahr, Rask, Nikshahr and Saravan cities 2. Equip and provide facilities for the separation of waste from the source 3. Moving the waste deposit site of Zabol city due to problems and problems created for people 4. Providing credit resources necessary for the construction and equipping of landfill sites 5. Paying attention to the principles of sustainable agriculture and proper irrigation practices and land sensitivities 6. Reducing the use of chemical pesticides in agricultural production 	<p>Waste and surplus materials</p>	
<ol style="list-style-type: none"> 1. Management and control of surface water and underground water resources to prevent water loss and evaporation 2. Manage the correct amount of input from Hirmand to the country 3. Negotiation and consultation for obtaining a loan from Afghanistan 4. Manage beaches and prevent the introduction of pollution to the sea 5. Monitoring the performance of industrial units on the coast and controlling their pollution 6. Development of Trusted Laboratories for Monitoring and Measuring Marine Pollution 7. Monitoring and cleaning the water distribution network in cities and villages 	<p>Quantitative and qualitative dilemmas of water resources</p>	
<ol style="list-style-type: none"> 1. Implement virtual water policy and encourage farmers to farm agriculture 2. Encouraging farmers to cultivate profitable plants such as medicinal plants 3. Attention to the central areas of the province, such as Kohsharkh and the Solomon area, for the development of agriculture 4. Promoting greenhouse production in the province 	<p>Low productivity and undesirable agricultural sector</p>	
<ol style="list-style-type: none"> 1. Formulation of the comprehensive plan proposal for a minimum of ten years, centered on the Ministry of Education and the allocation of specific budget rows and other relevant organizations and institutions with the objective of positive discrimination for the province 2. Supporting volunteer civic groups to increase the level of education in the province by facilitating licensing processes and preventing erosion of the activities of legal groups. 3. Adjustment and implementation of the policy of the development of scientific and applied universities by purposefully and by establishing the fields related to the capacities of the province from the Ministry of Science, Research and Technology 4. The purposeful establishment of schools and vocational training schools of technical and vocational education from the country's technical and technical training organization 5. The recruitment and use of trained and indigenous teachers; The scholarship of a number of undergraduates and even other interested students from the Ministry of Science, Research and Technology 	<p>Training weakness</p>	
<ol style="list-style-type: none"> 1. Earmarked training in schools in ethnic and local languages and the establishment of a Balochi language seat at Sistano-Baluchestan University 2. Ordering collections to show the capacities of Sistano-Baluchestan province in the public media of the country 3. Holding a series of seminars, conferences and congresses in Sistano Baluchestan Province 	<p>Negative representation</p>	
<ol style="list-style-type: none"> 1. Reduced security incidents in the face of provincial seminars and conferences 2. Increasing the share of Sunnis in government jobs and jobs 3. Holding seminars and holding free-standing seats between students and students in Shiite and Sunnis Provinces 4. Reducing the number of troops in urban and rural areas. 5. Serious and explicit encounters with smugglers in the border areas and the 	<p>The issue of insecurity</p>	<p>Social and cultural policy</p>

spreading of border security to the entire province		
<ol style="list-style-type: none"> 1. Strengthening provincial registration systems for registering births and official marriages 2. Encouraging and supporting the establishment of small and large manufacturing units and workshops by investors in the province through the establishment of special facilities 3. Restoration of urban and rural erosion 4. Identify, preserve and strengthen the sources of income-generating employment in provincial cities 	Immigration and Identity Challenge	
<ol style="list-style-type: none"> 1. Attention to the approach of political justice among the people of the province as one of the main agenda 2. Improvement and reconstruction of the urban space of the province 3. Construction of a set of factories and manufacturing workshops 4. Creating recreational amusements in urban public spaces 5. Granting free educational services and free scholarships for students 6. Classification of social and economic parameters of various urban and rural areas and the development of supportive packages by policy makers based on the needs of classes 	Discrimination, Inequality and Displacement of the Province	
<ol style="list-style-type: none"> 1. Identification of deficiencies in health centers in each province city and implementation of positive discrimination in the construction of medical centers for the province 2. Establishment of specialized and specialized centers in the province 3. Identify the needs of residents of rural and marginal centers in cities and establish health centers in proportion to the population of each region. 4. Continuous dispatch of doctors, nurses and health care professionals to the province 5. Nursing Students' Courses for medical and provincial medical services for studying in reputable universities of the country and abroad 	Lack of social services	
<ol style="list-style-type: none"> 1. Improving and improving living conditions in slums and marginal areas 2. Improving the expertise and skills of the workforce in urban marginal areas, through formal and technical training, and raising the level of education and skills of young people. 3. Further monitoring by the municipality of the construction of residential areas in marginalized areas and the prevention of unlicensed construction 4. Creating employment and entrepreneurship for marginalized people 5. Recognizing the citizenship rights of residents of marginalized communities in various economic, social and physical planning, financing of credit facilities and loans for the improvement and renovation of their residential units, and recognizing the priorities of poor and low-income groups in the country's planning system 6. Strengthening the provincial and provincial cities and allocating more developmental budgets to them 	Marginalization	

POSITION OF CHABAHAR PORT IN TRADE DEVELOPMENT WITH EAST AND WEST CASPIAN SEA

With over 8.5 million tons of discharge and loading capacity, the Chabahar port has a significant position on the north-south corridor and east and west corridor, and there are now many investment opportunities for this port for all domestic and foreign investors. . This port as the transit gateway of the country at the East-West International Corridor can play a role in the transit of goods to the southern Gulf ports, and now it has been deployed in the region with the opening of the first phase of the development of Bandar-Kabahar. Trades and international trade. The Chabahar port is one of

the important ports of Iran in the south of the country and in the northern part of the Oman Sea has a strategic position and access to the international waters through the Indian Ocean is one of the most important transit capacities of this Iranian oceanic port in the region. Due to its close proximity to countries like Afghanistan, Pakistan and Central Asia, the port will have a special place in the transit of goods in the north-south corridor and east-west corridor in the near future by connecting to the national rail network.

Hassan Rouhani, the President of the Islamic Republic of Iran, pointed out the importance of the Chabahar port on the eastern axis of the country, having invested more than a billion dollars in the eleventh state in this port, and with

this investment the Port of Chabahar reached 8.5 million tons, and in phases Next, the capacity of the Chabahar port will increase to 85 million tons in 2020. Now there are many countries that are willing to invest in Chabahar, and the national rail link to Chabahar began in Zahedan in the eleventh state, and now it has grown by about 25%, which is one of the plans that ends in the twelfth government.

The operation of the Bandar-Kabahar began seriously since 62, and with the completion of the 4th post of the metal junction, the activities of the port have been practically deployed. The Iraqi imposed war on Iran and the government's emphasis on the need to have a port outside the Strait of Hormuz and the Gulf Fars Development of this port is on the agenda of the Ports and Maritime Organization. Bandar-e-Chabahar played an important role in the export of the country during the imposed war due to being located at the Oman Sea and away from the center of crisis, and the location of this port outside of the Persian Gulf provides the ideal port location for the physical development of this port in the two international corridors of the north And the south, east and west.

The rail link to Afghanistan, Pakistan, Iraq, Azerbaijan, and Turkmenistan and the use of the capacity of the Chabahar port by the regional countries in the northern part of Kirdur is one of Iran's most important priorities for the development of this port. Currently, the capacity of the Chabahar port is more than 8.5 million tons The year has increased and more than 300,000 containers can be unloaded and unloaded in the port each year, adding: "The Indian Ocean's connection to Central Asia is one of Iran's major programs in the region, and Iran, as a peace-loving country, has always sought to develop Partnerships with Afghanistan and India. The message of Iran to all the countries of the region is that the Islamic Republic of Iran is prepared to expand its relations with the countries of the region in all its fields in order to witness the economic flourishing in this region. By completing the development plan of Bandar-Kabahar, its final capacity will increase to 77 million tons annually, and Iran expects to accelerate this port with the cooperation and cooperation of all the countries of the development zone.

Creation of storage tanks for food and fuel, providing commercial shipbuilding services, creating packaging factories, creating small

petrochemical industries, feed and livestock and oil products, building container storage facilities and building iron storage facilities Machines are the most important investment opportunities in this port. The construction and operation of a power plant, the construction of a special terminal for the transit of oil products, the creation of workshops and ship repair yards, and the construction of shipyards are among other investment opportunities in the Chabahar port.

Also, in order to develop port activities in the port of Chabahar, the ports and maritime organizations have considered exemptions and legal facilities for the owners of goods and shipping companies in this port, which includes a 30% discount on all rows of port fees and charges. The ports and ports organization have exemptions and facilities for entering the container ships to Chabahar Port, which discounts at least 30% on the costs of container loading and unloading compared to other southern ports of the country and the provision of discounts for shipping to the other exemptions Port is in Chabahar.

A 75% discount on imported container containers and 85% on exports of foreign containerized containers, a 30% discount on shipping and warehousing costs for non-containerized goods compared with other ports of the country, land leases in the form of long-term leases in the form of investment contracts in ways Different from other facilities and exemptions of the ports organization in Bandar-Kabahar. Leased land lease with competitive prices for long and short term applicants and investors, the possibility of investing in logistics services with the best incentives and the possibility of planning and implementing combined transportation and logging equipment. Contract participation in Bandar-Kabahar Paying attention to the rules governing commercial free industrial zones and special economic zones are other exemptions and government facilities in this port.

With a \$ 1 billion investment, the state now has an area of 33,300 square meters of civilian warehouses with an increase in container capacity of this oceanographic port of Iran to over 500,000 thousand containers.

The Chabahar port now has 15 posts of 3 km long jetties, and the world's largest ships with 16.5 m depth can be hijacked at this port, and now the ports of this port have risen to more than 600 thousand square meters.

The managing director of the Ports and Maritime Organization believes that Chabahar has high trade and economic capacities, and this port can become the economic pillar of the region. This can play a significant role in the import and export of basic goods through this port, and in the future, with the completion of further phases, the capacity of the port will eventually increase to over 82 million tons. The port of Chabahar is located in the north of the Indian Ocean and the easternmost point of the coast of the country, called Chabahar Beaches, in terms of international multimodal transport position on the 2nd Northwest, South and East-West Corridor, the golden transit gateway to the GIS countries (Central Asian countries) And Afghanistan. [8].

The largest oceanic port of the country has the capability to hide ships with the highest water in the ports of the country up to 16 meters and the location of this port outside the Gulf and the Strait of Hormuz is one of the main advantages and capabilities of this port in the transit route east of the country. Bandar Abbas to the port of Astara is 2475 km, to the border of Bazargan 2658 km, to Julfa 2695 km, to the 1832 km of Sarakhs, with the border of Khosravi 2839 km, with the border of 1670 km of Dozharyon border and with the border of the Milkshahr 910 km and with the border crossing of Miyravyeh 788 km This is one of the most important advantages of the port for unloading and loading The goods are for sending to Central Asian countries, Europe, Russia and Turkey.

The port is 150 nautical miles from Muscat, with Karachi 358 miles, India with bamboo 785 nautical miles, with Singapore 3185 miles, Shanghai 5,340 kilometers, Hong Kong 4600 miles, Taiwan 4820 miles, Bangkok 4000 miles, and this indicates that Bandar-e-Chabahar can play a mediating role in delivering goods from the South-East Asia to Europe. The port of Chabahar is 575 nautical miles from the port of Candeela, India, and with 6220 nautical miles from the port of Hamburg, Germany, 5970 miles from the port of Rotterdam, Netherlands, and 5470 miles from the port of Bilbao, Spain, and 4,135 nautical miles from the port of Genoa, Italy can play an important role in moving goods between Southeast Asian countries to Europe. With a distance of 315 miles from Bandar-Khibahar to Shahid Rajaei port, 560 miles from Doha, Qatar, 575 miles from Manama, 360 miles from Dubai, 235 miles from Fujairah, 150 miles by Muscat, Karachi with

358 miles, and Mumbai with 785 nautical miles. It will have an important role in the transit of goods to these ports.

Increasing Iran's role in international transit and international shipping and increasing the port's share in domestic and foreign trade and transit of goods on international routes is one of the most important strategic advantages of developing the port of Chabahar in the eastern axis, which has convinced the government and the Ministry of Roads and Waters The development of the next phases of this port in south-eastern Iran will continue.

This port can play an important role in strengthening Iran's economic, social, cultural, and security relations with the countries of East Asia and strengthening regional GDP and development indicators in the eastern part of the country, and developing and supplying the port infrastructure in this region can Chabahar Port becomes an important strategic port for a major transit route for goods in the region.

With the arrival of more than 130 mega-ships with a capacity of carrying over 20,000 containers to the global navy fleet by the end of 2020, the capabilities of Bandar-Kabarar in the north-south corridor to Central and Eastern European countries will further enhance Iran's transit preferences in this direction. [9].

CONCLUSION

The development of the southern coasts of Iran, especially the shores of the Chabahar port, is considered to be the only oceanic port of the country due to the strategic importance of these areas in the sixth development plan. Article 2 of this program considers Chabahar shores as a place-specific issue that the government is required to plan Related Assets, as well as the approvals of the Commandant of Resistance Economics in the annual budget. About a decade ago, the Iranian leader, Ayatollah Khamenei-e-Darik, referred to the importance of the development of Chabahar, which was the starting point for paying attention to this extraordinary region on the eastern shore of the country, which today can include two provinces of Hormozgan, Sistan and Balochistan and southern cities of Kerman. Although Chabahar has long been the only name given to meetings and interviews, the government has seriously considered the issue of thought and hope, and the president, traveling to Jask and Chabahar, formally paid serious attention to the development of the east of the

country with Establishment of the necessary mechanisms for the special economic zone of Chabahar.

Development of the Chabahar coastlines has been considered as a strategic discussion in order to balance the country's spatial development organization; this national strategy has diverse goals in the area of national security and defense, balanced development, depopulation, energy, industry, transportation and even Agriculture and commerce. Variation in goals has involved several stakeholders in the development of Chabahar coasts, so the development of a coherent and integrated development system that can address the benefits of all conflicts by addressing conflicts should be among the main priorities in the development of the Chabahar coastlines.

In discussing the necessities and necessities of development of Chabahar shores, one of the main challenges of the country's development on a national and sometimes regional scale is the lack of balance in the space development organization, which is the lack of balance in the loading of activity and population in the zone. The land is also environmentally focused and pressured on a specific area, as well as neglecting the capacities and capabilities of other regions for development and territorial injustice and exacerbating regional inequalities in the country. In Iran, it has developed in such a way that the majority of the population and their activities are concentrated in the north, north-north and northwest of the country, and the semi-eastern and southern parts of the country account for fewer contributions and activities. Therefore, this lack of balance in the distribution of activity and the population is deliberate and the other part is inhumane, partly to the will of decision makers, policy makers and developers, and partly due to environmental constraints and bottlenecks.

For example, the 8 countries include the provinces of Kerman, Hormozgan, Sistan and Baluchestan and Yazd in the south and south-east of the country, while 33 percent (one third of the country's territory) cover the country, but only 11 percent of the country's population. So, this lack of balance in the spatial organization of the country has environmental, economic, social and security problems. One way to balance the existing space organization of the country is to prepare and equip the forgotten spaces and empty capacities of the country to load the

population and activities using new knowledge and technology to overcome the constraints and environmental barriers of development. Chabahar is one of the areas where development has been considered as a strategic issue in this field for a long time, and today, using technology, it is possible to overcome the environmental constraints that existed from the past and provide the ground for the development of these areas.

Also, the southeastern region of the country has faced challenges such as lack of water resources and fertile soil due to environmental conditions, climate weakness and weaknesses of the foundations of the past, and, on the other hand, political issues and security problems have caused the region to be neglected from the country and less. Is taken into consideration. By analyzing the indicators, we find that Sistan-Baluchestan and East Hormozgan provinces are in the worst of indicators and variables such as literacy, population, social solidarity and livelihoods; on the other hand, the highest unemployment rate and the lowest penetration rate of infrastructure development in this There are areas in such a way that the apparent and inclusive deprivation is the characteristic feature of this region of the country relative to other regions. Despite the significant capacities of the Chabahar area, the development of the region is not expected as expected, and in many areas, citizens do not have the right access to the most basic services and facilities. The rights of citizenship and social necessities, even if this we also have security and economic security, and there are still a lot of problems in the area of infrastructure. The dispersion of the population, the weakness of the demand culture and inappropriate regional development pattern in the country are the most important reasons for the lack of infrastructure in the region, so this issue has led to the abandonment of settlements from the population and the development of marginalization in the cities in the historical context. . The development of Chabahar, with the aim of creating cultural change, dynamism, economic mobility and population growth, can provide a platform for sustainable, balanced and community-based development. In this context, attention to cultural issues and social capacities is far more important than natural issues and constraints because of the use of technologies such as seawater sweetening and inter-boundary transfer schemes. In the future, we can overcome the problem of dehydration, and many of the fundamental problems of the region are

eliminated. This security will be realized when managing all the features and issues that somehow affect this security so that we can minimize the negative factors by using the environmental and social capacities. If we look at this region internationally, we will find that excesses from neighboring countries and foreigners have long existed for the political and security impact throughout the region. Another point in the international arena is that today our dependence on the harbors is limited to the Persian Gulf, while there are the best capacities in the Oman Sea and Chabahar. The development of Chabahar and harbors from the point of view of commercial, security and strategic causes make a step towards reducing dependence on the Persian Gulf.

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