



# The Future of Economic and Financial Research in the Maritime Transportation Industry in Iran

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## ABSTRACT

**Objective:** Considering the existing potential and taking into account the capacities provided by Article 44 of the Constitution, it is possible to create appropriate impacts and developments in this section, thus creating employment and added value and hence gross domestic product. **Methodology:** Marine is one of the main ways to increase gross national product in a country. Maritime transport has the largest share in the movement of goods imported and exported in each country. To this end, this paper will focus on the performance of a section with emphasis on privatization. This paper is designed to bridge the gap between two transportation and engineering sciences so that the capabilities available in collaboration between these two sectors can be used to improve the economic situation of this section is presented. **Results:** By examining the financial impact of this industry, we can take a major step towards privatization in this sector. With the possible reduction of sanctions, it can be exploited through the potential created by Investing more and, as a result of increasing competitive ability, has gained more market share in the future so that it would be possible to expect higher levels of earnings and thus improve employment and value added in this sector. **Conclusion:** the As stated, the purpose of this paper was to create a moon's vision and a new approach to economic analysis in the transportation industry. In this article, after analyzing the overall financial and economic status of the maritime transport system in the world and in the country, Analysis was made.

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## 1. Introduction

The share of maritime transport in the movement of goods in international trade is 70 volumes and in value 80% of the total. This amount equates to about 9 billion tons of goods, of which about one third is oil. One third of them are dry and bulk goods, and the rest are non-bulk goods. Considering such an acknowledgment of the importance of moving goods in global trade, the importance of maritime trade and shipping can be considered as an integral part. Therefore, transportation can be introduced as the main tool for the development of international trade and for the provision of various needs of economic activists (Adham, 2007). The Islamic Republic of Iran, with its history of nearly 3,000 years of maritime and maritime leadership and 800 km of coastline in North and South of the country as well as the privileged position in the Middle East and the passing of important corridors of north-south and east, west of the territory of the land and the existence of extensive rail and road networks in the country have a great potential in the development of transport and shipping. Combining and expanding transit. In this regard, the country's economic growth and development can be developed by developing port and maritime activities. In this paper, it is attempted to report on the status and performance of the maritime industry in past years. The field in Iran should be investigated. Then, this article will examine the financial status of this industry and its potential. The main innovation of this article is due to the fact that it has been the first in the country to serve as the bridge between the two national transportation and science sciences and its potential for

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investing. By doing similar studies, it is possible to open the field for the greater entry of the private sector to this industry, and the capacity created by this means to increase the value added and employment in this sector, and as a result of the increase of GDP in the country, exploitation (Alizadeh, 2004).

### ***1.1 The position of the maritime shipping industry in world trade***

In order to determine the status of the maritime shipping industry in world trade, the four indicators of "global trade", "maritime commerce", "world GDP" and "production in the member states of the Organization for Economic Co-operation and Development over the past four decades" has been studied. As global trade grows, the maritime trade index has grown consistently with global trade, indicating a direct and close relationship with maritime commerce, with maritime transport of about 70 Percentage of the value of the goods transported in the world. As stated in the introduction, 80% of the volume of goods of the world takes place through sea transport. However, the world's gross domestic product has grown more modest compared to the previous two indicators, and after 2001 its growth has been slower (one of the main reasons for this is the developments that occurred after the attacks September 11 to the United States of America and its effects on the economy of this country and other countries. In addition, the index of production in the member countries of the Organization for Economic Cooperation and Development comprising the set of developed European countries plus America) shows that after the year 2001 In addition to the cut-off of this indicator, the annual growth rate is much lower than the other indicators mentioned (Shahnazarin, 2006). Aphids This suggests that, despite the growth of world trade and maritime commerce, the role of OECD countries has declined in this growth. It is worth noting that the main role in this field has already been transferred to developing countries, especially in Asia and China. An important point in the process of changing macroeconomic indicators in the world is that it is due to the crisis In 2008, the growth rate of all indices fell, and their incremental slope was lower than in the years before the economic crisis (Bani Mahd, 2006). This fact, especially in terms of the index of production in the member states of the Organization for Economic Co-operation and Development More. Despite the increase in total cargo shipped in the maritime transport, the growth in the annual shift in cargo shipped in the aftermath of the 2008 financial crisis has not been able to return to its previous level and has decreased in 2011 as compared to the previous year The country has long been the focus of many countries due to its strategic location. The presence of the Caspian Sea in the north as well as the Persian Gulf in the south, and its connection with free waters is a unique feature that affects the strategic position Iran has been politically and economically expanded. On this basis, it can be clearly expected that maritime transport in Iran will play a significant role, confirming that in 2011, the share of maritime transport in Export of goods from the country was 87%, and in the import of goods to 94 countries, which indicates the importance of this transportation route in communication Iran's trade with the rest of the world (Basu, 1997).

## **2. Materials and methods**

### ***2.1 The share of this transportation system in moving goods within***

the country is about 5% .However, the share of road traffic in the past years has increased by more than 70%. The main reason for this is, on the one hand, the absence of waterways in the interior of Iran and, on the other hand, the existence of road routes O parallel to the ports of the country, which has led to a low share of maritime transport in domestic traffic (Golmohammadi and Karami, 2009).

Given the fact that shipping in the world is generally important in the context of the movement of goods, these studies continue to ignore the issue of the movement of passengers within the country with this transport mode, and it is only enough that The share of maritime transport in passenger transportation within the country is negligible and almost zero. Of course, it should be noted that the use of modern modern ships can play an important role in attracting passengers. It should be noted that these modern ships can be used as a tourist attraction. In reviewing the financial situation of the domestic maritime transportation industry, one can say that the most important economic indicators in this regard is the growth rate of value added. In Iran, apart from the period of 1370-1377, in the rest of the periods, the growth rate of value added of the transportation sector has been higher than the growth rates of other sectors and the economy as a whole (Mehrani, 2004).

However, with regard to the various sub sectors of the transportation industry, according to the studies, the road transport sector has played a major role in the value added of the transportation industry in the country (90%) and the industry Maritime transportation is in fourth place, with significant difference after road, air and rail transport. Accordingly, it can be concluded that under the road and air transport sector, the role of the leading role in the Iranian economy plays an important role in the rail and maritime transport sector, but under the shipping sector with the transport subsector Rail has had an alternative to value added by 2004, but afterwards the value added of rail transport has surpassed sea transportation (UNCTAD, 2012). It should be noted that the fifth development plan also emphasizes the development of containerized ports, a process that has already given rise to the capacity of these ports and should be considered as increasing demand for these ports as the country of Iran In the international transit traffic route, there are CIS countries and the existence of the north-east corridor in Iran is known as a golden opportunity for cargo transit operations in northern and southern ports. Although this situation has not been well-established so far, it can be concluded that the upstream assessment of Iran's laws also shows that while there are no significant protective laws in the shipping and shipping sectors (for example, in comparison with shipping Railways) There are no restrictive rules (Mekizadeh, 2011). Since maritime transport plays an important role in the international trade sector, it should be noted that the political and economic stability in the country can help boost this sector of the transportation industry. Examine the great potential of the maritime transport sector during 2012, the economic crisis of the European Union, continued, and the United States' growth as the largest economy in the world was less than projected. Led to a slowdown in export growth in China and India, and the decline in industrial production growth among Asian countries has led to a decline in trade growth in Bobi in the world, with the global maritime trade totaling 5.9 billion tons by 2012 compared to 2011 saw a 4% low growth (Parsaeian, 1994).

This growth is projected to be around 42% for 2013, although there are doubts as to the economic developments in the world and the continuation of the crisis in European countries to achieve this growth. In the ship supply sector, the maritime industry grew by 6.8% in 2012, with the total carrying capacity of the global fleet reaching 1.6 billion dwt by the end of 2012, comparing demand growth and supply over the past few years Last, it is evidenced by the

fact that the supply surplus on demand has continued since 2008, and the result of the continuing recession in the maritime transport industry, a sharp decline in commercial casualties of commercial ships around the world and, eventually, the loss and Huge losses for shipping companies. The negative market conditions in the past few years have led in practice to review the development plans of shipping companies globally, and consequently the presentation of orders for construction in various maritime departments has fallen sharply and many of the construction projects presented Over the past years, it has been canceled or thrown back (Ports and Maritime Organization. 2008).

Therefore, given the sharp decline in construction orders and the continuation of low freight rates, it is projected that in the years 2019 and 2020, the growth of the supply will be declining, and over time in the second half of 2019 the market will see a return to the boom cycle And sustained recovery of shipping rates .In Iran, various companies are active in the maritime transport industry, but the two national oil tanker companies and the Islamic Republic of Iran can be considered the two main companies in this regard.

It will be seen in later sections that these two companies are also the main shareholders of other companies. If we consider two categories of oil and non-oil products, we should consider that the performance of the two companies in this regard is the difference Considerable .In the remainder of this section, various aspects of the future will be reviewed by the companies.

### ***2.2 Impact of energy on the shipping industry***

Fuel costs cover about 35-40 total shipping costs .On this basis, it can be seen that rising fuel prices could lead to higher prices for carriage .On the other hand, this should be in line with the fuel price forecasts that, given the decline in oil reserves, are expected to rise in price in the future, thus raising the cost of carriers .On the other hand, special attention should be paid to Iran's competitive advantage over oil and its potential in the past.

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## **3. Discussion and results**

### ***3.1 The future of the world economy and prices Given***

that pricing in maritime transport has a fully competitive system, and therefore the price of the company is priced and determines it, in the form of a change in the price of a BD in the maritime transport system To see. On the other hand, given that global economic growth has a positive impact on the level of transport and as a result of the income generation of maritime shipping companies, it is possible to predict the growth rate of several countries globally as an example. As we can see, the positive economic growth trend of industrialized countries combined with the forecast of rising sea transport prices is a positive sign of the prospect of a future prospect in the future. Meanwhile, projections indicate an increase in economic growth in Iran in the coming years. The future of industrial distribution in the world Many forecasts suggest that future economic growth will increase in the countries of the grenady, and consequently it is expected that the amount of transport from Asia will increase to Europe and the United States, these changes can be boosted by the transportation industry. Sea transportation in the countries of this region. As this growth can be seen in the ports of China and Singapore. Financial implications of capital market growth and income under the maritime transport sector Today, the country is witnessing the growing growth of the capital market index. This can be considered as an opportunity for industries to attract capital, thereby increasing the liquidity of According to the financial data released by the company, the Iranian Shipping Company in 2011 was very well-functioning and earned 111% growth, 53 rials per share in 2010, in the profitability of 6 rials per share Has given The trend is also growing in the same way in the same year, but at a lower rate (63%), so that 9 rials per share are recognized. In the 2013 budget, the company anticipates Which is expected to increase its profit by 134 percent to 22 riyals per share, which appears to be unexpectedly due to the lifting of sanctions and the implementation of agreements. production and thus increasing competitive ability by using these funds. This could lead to a further increase in stock prices in this sector .It should be noted that the supply of shares of the National Petrochemical Company is not currently in the capital market .How to divide the stock and manage the system with an emphasis on privatization The important point that should be considered when analyzing the system and its companies is the pool of shareholders, currently one third of the shares of the oil tanker company is available to the Social Security Investment Fund One-third to the Retirement Investment Fund and one-third to the National Retirement Fund, all of which are semi-private (Raeiszadeh, 2013).

On the other hand, the shipping company also has a similar situation. 52 percent of its shares are held by the National Retirement Fund and the Social Security Investment Fund, 24 percent of equity shares, 20 percent of the parent corporation, 2 percent of the employee's shares, and only 2 percent of the capital is free. So, it can be said that in reality only a small fraction of it can be divested in the capital market. While the company itself is the main shareholder of other shipping companies in the country, for example, it has 77% of the Caspian Sea shipping and 90% Walfajer shipping. These cases indicate a very weak assignment in this section, which can be improved by increasing stock supply, due to the prosperity of the capital market. On the other hand, this reflects the governance structure of the system governing this system and can reduce the performance of this broadcast, perhaps many of the loss of these companies due to the inappropriate management of some of them in previous years (Safidani and Opahajari, 2011).

Politics, the impact of sanctions and their future prospects in the oil sector Most of the revenue from the Islamic Republic of Iran's oil tanker company (about 80% of it is due to the transportation of oil to places other than Iran, so the targeting of increased sanctions targeted the oil tanker market, although the company was able to relocate somewhat The country has been dumping the losses and compensating for some of these losses, but this has had a significant impact on the company's performance and caused losses for the company over the past two years. On the other hand, the Islamic Republic of Iran shipbuilder ship most of the goods, one in Iran .Therefore, increased sanctions have reduced the volume of imports and exports in the country, although external sanctions also increase the share of domestic companies in the total displacement of goods. With the possible reduction of sanctions, it can be exploited through the potential created by Investing more and, as a result of increasing competitive ability, has gained more market share in the future so that it would be possible to expect higher levels of earnings and thus improve employment and value added in this sector (Salih, 2010).

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#### 4. Conclusion

As stated, the purpose of this paper was to create a moon's vision and a new approach to economic analysis in the transportation industry. In this article, after analyzing the overall financial and economic status of the maritime transport system in the world and in the country, Analysis was made. The only factor that can have a negative effect on the performance of this subsection in these circumstances is its management and government problems, it can be achieved by appropriately dividing the shares of shipping companies into the private sector with an important step towards improving their performance. In this regard, improving managerial structures in these collections can also be considered crucial. The articles in this article refer to the important role of privatization in this field, and it is possible to investigate and strengthen these cases by encouraging the private sector to collaborate in this area. Obviously, many of the important topics that can be discussed here are not expressible because of the limited number of pages and will be transferred to another.

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