



Identify the Factors Affecting Failure of the Private Sector in the Port of Khorramshahr in Iran

F. Shori¹, H. Yousefi^{2*}, D. Razmjooie³, A. Deriss⁴

¹MSc Student of Khorramshahr University of Marine Science and Technology, Iran.

^{2,3}Senior Lecturer of Khorramshahr University of Marine Science and Technology, Iran.

⁴General Director of Khorramshahr Port and Maritime Organization

***Corresponding Author**

Abstract: *Recent economic problems in developing countries such as uneven and unbalanced economic structure, weak capacity to attract investment and inflation prompted the methods adopted for economic growth in countries like Iran, Pakistan, Indonesia and son on to be revised. Some of these methods include the development of infrastructure, very high rates of savings and investment and increase domestic production named. But the new ideas it suggests that to improve the situation of countries, according to the private sector and expand the scope of its action, the basic points.*

The purpose of this research and identify factors affecting private sector failure in Bandar Khorramshahr. this study was conducted with the purpose of application and in terms of data collection and descriptive information of the type of work, the Student t-test analysis method using the SPSS software and the factors affecting successful failure the private sector at the port of Khorramshahr, identifies and reviews, and in the end the influence factors to the reduction occurred. On the research of library procedures, direct interviews, questionnaires, and the Internet to collect information and to identify the factors that influence of face-to-face interviews with experts from the public and private sectors of the two expert. The results of the research indicate that it is a failure on the political and economic obstacles to the private sector at the port of Khorramshahr was influential, in addition it was found that the performance of the private sector on the lack of success of this section on the site of the port of Khorramshahr transition impact.

Keywords: *Private Sector, The Lack of Success, The Port of Khorramshahr*

INTRODUCTION

During the decades after World War II, many of the developing countries and European countries, a system of central planning and implementation of their national industries. However, in the Decade of 1980 it was achieved that performance results of State enterprises is disappointing. The efficient and profitable State-run companies. Since then, many of the economists along with government agencies such as the World Bank and the International Monetary Fund argued the privatization as the best way to clear the rights and the market economy were raised axis. The main reason for the issue of privatization plan by the economists, the results of the studies based on the success of the private sector in comparison with the public sector. (Cvjeticanin, 2013). A source from the experience of advanced countries, qualified and trained personnel and economic resources and rich human resources. Developing countries trying to invest in infrastructure, especially in parts of the services such as water, health, communications and transport. (Newman, 2013).

While the objectives of privatization, but in accordance with the expectations and demands of the country's macro-economic management, is not. Limiting inappropriate responsibility between public and private sector, monopoly, and interference with the operations of the specific positions, the lack of fit with the services of private sector port tariffs, adoption laws, based on political and current issues such as causes to not only the goals of privatization is not a researcher but also the private sector Also continue to invest within the country's capital wise and not this part of the country. the main cause of failure ' privatization in Iran the kind of attitude and the aim of the relevant investment. In most countries the aim of increasing the efficiency of production and the preservation of the governmental Board. Whereas the aim of the creation of a new day in Iran, the source for the Government has been "Nademi, (2013).

According to the port of Khorramshahr operation about the assignment of two of the private sectors. Out of this position require mutual trust and understanding, the private sector, the State party of existing problems and challenges with regard to the size of the port management, port facilities, the location and generation. The neighboring ports of notable growths (inland and overseas), the Government's economic policies, a significant reduction in the import of the goods sector during recent fieldwork, increasing exports and the issues associated with this sector, including the economic factors that over time to prevent an increase in the efficiency of the private sector in this port. The debate now is on the one hand, the analytical method of the implementation of the privatization policy and the pathology of this principle in achieving its objectives in the port of Khorramshahr, and on the other hand, provide for the strategic private sector out of the impasse is the recession. Today, one of the most important phenomenon in the ports industry privatization because of the general belief that this principle is a vital communication route ports in the commercial chain and thus the efficiency of the ports, as well as for a country as an important indicator in achieving competitive advantage is considered as an international and be followed by increased partnership section at Khorramshahr port.

1. Materials and Methods

The main objective of this research and identify factors affecting private sector failure at the port of Khorramshahr. Meanwhile, ancillary objectives of this research is the following: 1. identify the strengths and weaknesses of the current privatization policy in the management of the port of Khorramshahr, 2. identify public and private sector responsible on domain on port management to decide the role of the private sector management 3. in increasing the efficiency of the port and the success of this section since originals with the implementation of the Privatization, investment, private sector expertise and the spotlight, and this section is expected to take matters in hand in such a way that the uptrend in economic development, it is up to the researcher by doing some research issues and obstacles facing the section regarding also reviewed.

Research Questions

The researcher intends to do this research, answer the following questions.

1. is the performance of the private sector in this section in the failure port of Khorramshahr is influential?
2. What is the extent of political factors affecting on private sector failure?
3. the most important economic obstacles on the failed private sector at the port of Khorramshahr, what?

Hypothesis of the Study

The performance of the private sector at Khorramshahr port has influence on failure the port activities. 2. political factors, the most important factor impacting upon private sector failure at the port of Khorramshahr. 3. reduce the freedom of action of the private sector in arranging pricing tariffs as the most important factor affecting private sector economic failure in the port of Khorramshahr. Research methods the research methods of the implementation of a communication with the nature of the topic, the type of study, as well as the research

variables. Choose the type of research method depends on the purpose and nature of research and Executive facilities. Type r in this research is descriptive of the type of research is descriptive research features from this is that the researcher does not have a role in the position and the role of variables and manipulate them or does not control and is not merely what is there and to describe and dissect it. Hafeznia, (2008), this type of research, what is described and the interpretation of and the condition or relationships, common beliefs, current processes, works of evident or expanding trends. Its attention primarily to the present, though often events and past works.

The research work as a branch of descriptive research, a method of collecting data in which a certain group of people will be asked to respond to specific questions to the number and distribution of the statistical properties of a community to work. This research in terms of the objective applied and in terms of the nature of the type of work that is looking to the descriptive-describes factors affecting private sector failure at the port of Khorramshahr. Using this method, the researcher has a failure affecting factors to the private sector at the port of Khorramshahr and check identification. The current status of the image as well as providing a short private sector investment in the port of Khorramshahr. In addition, with the expression of relations between variables and statistical analysis related to the activities of the private sector to test assumptions.

Statistical Population

sample size and method of statistical sampling of the community consists of all the elements and those that specify a scale of Geography in the way of the world) have one or more common trait (2008). Hafeznia, The statistical research society 40 experts of the private sector active in the port of Khorramshahr. Due to the fact that the information for this research must be of a certain business groups, which are able to provide it, are therefore targeted sampling method un-accidentally (people with activities related to the goals of research) in this research will be used. Review on the theoretical basics and the history of research in the history of the privatization of the ports privatization in ports to the ports of Europe. The process of privatization of the ports of changes can be made to the overall time period be divided five Commercial Ports Master Plan of Iran, (2009). First course: in the middle ages and Renaissance period, namely from the 12th century until the late 16th century AD and ports by the private sector or trade unions were run and are generally under the control of the central or local government. The subject of the ports and deck in an entire issue was public and construction of ports, part of legal rights

The Goals of Privatization

In ports' privatization can be facilitated by the existing administrative, legal and administrative conditions of the institutions of the State and the public in order to free market forces and competition participation definition. According to the State administration of failure at the port of Khorramshahr, it is evident that privatization can be rated and numerous macro objectives. Pakdaman, (2005) the objectives of primary and secondary titles under two such mention: (a) the primary goals:

- reduce the direct initiative of the State in economic activities
- the load limit of the public economic enterprises style and capital expenditure of significant common Sage shower
- economic institutions, improve the efficiency of operations,

(b). The secondary objectives:

- to encourage wide ownership shares thrive capital markets
- development

- to minimize the administrative bureaucracy of Government interference in the operation of the Economic Institute of the capital to enhance Treasury received apart from being a supplier of infrastructure services should be public or private sector, or a combination of the two, with Pay attention to evidence that in the context of the lack of success in the public sector in the construction, operation and maintenance of infrastructure services, there can be enough to prove the reasons for preferring the partnership of the private sector in the port operations.

The attitude of governing the privatization of the ports of the various countries of the world will be watching experiences represent the fact that prior to any decision regarding how the privatization of the ports must have a specific plan on how to manage and administer the ports already built and paid for. As mentioned a wide range of ports from public administration practices are quite applicable to private mode completely. What templates are more appropriate in each country or port to cultural, economic and social context of the community as well as the attitude of the ruling and the philosophical position that ports can be defined in any country depends. With attention to the examples listed in the previous section, the attitude of the ruling in the case of the ports that lead to the adoption of different approaches in each country is as follows can be classified. Iran Plan of Commerce, (2009). The port as an enterprise in this attitude to the port for an enterprise that should be looked at independently balancing its costs and revenues. In this attitude, the main focus of attention and firms profit planning and is therefore suitable for the arena entrance and private sector activities.

Models of privatization of the ports

the ports as an important component of the political-economic key and any country, has the following structure and port specific and wide superstructure are the different possibilities and tools with them, safe shipping services and the loading and unloading of goods. This structure contains the various components of the hard and software provisioning and operation of which would be that some are navigational and telecommunications systems, provisioning guides ships, sailing vessels, ducts dredging port services and the other port activities. The operation of this key infrastructure services, i.e. the safe and simple work, compulsory port partially due to the cost of the Klan, not profitable. For the understanding of the role and position of a port in the country's economic and social system in a different context in order to formulate the tasks and the role of it in the comments. In other words, the field of activity of the ports and the role that it has on the economy of a country are different. The main fields of activity are available for a port in recent decades have been the words of the field of activity of the economic, social, technical or legal jurisdictions, which are the main patterns based on the framework of the management of the ports that are currently in the world.

Table 1. Privatization models

No	Models	Land ownership	Special Law (Seafarers)	Cargo Transport	Samples
1	Governmental	Government	Government	Government	Singapore/ British ports
2	Government / Private	Government	Government	Private	New York, Rotterdam, Antwerp, Los angeles
3	Private / Government	Private	Government	Private	Hong Kong, Filekasto
4	Private	Private	Private	Private	Jetty and anchorage of Merci Company

The Challenges of the Private Sector in the Ports of Iran

Although several forms to private ports in the world, but has been implemented to achieve the maximum benefits from it, the exact selection methods that should be done and it will be necessary. Of course, there is no single formula that can be used as a singular and globally accepted fact, and therefore there have been advised prior to the privatization of ports in port terms and each of its respective country and port aspects reviewed. Generally the private method should be selected so the port has excellent and effective balance in the public purposes specified and created the economic and managerial performance should be how to make it in the framework of the commercial and transport sectors are viable and enabled the first step in this A detailed review of the existing condition of the field in order to recognize problems will not have adverse effects on port operations while the suitability of the environment in terms of political-economic and social policies also have been drafted and the target must be fitted. An analysis of the obstacles and difficulties in the successful implementation of the privatization policy in particular.

4. The results

The first study hypothesis, 1. efficiency of the private sector in the port of Khorramshahr on the lack of success of the impact section.

To test the above hypotheses T Test. In this regard the test value is equal to 95% confidence interval of 3 and in the comments. As a result, according to a test by SPSS output response to the following form.

Table 2. The first hypothesis Test for the T-test
One-Sample Test

Q	Test Value = 0					
	T	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
1	10.441	39	.000	2.45000	1.9754	2.9246

The results show that the overall average is lower than 3 questions this assumption. As well as in the above table is visible to ensure relevant questions in the range up and down is positive and this suggests that the answer was negative and T-test assumes the correct test. (Hassan Zadeh et al, 1389). in addition, as noted in table 2, the fourth column of the view column is significant. Given that this test is a test of the type of sequence ($H1: \mu < 3$), the meaning of the values d yea (sig) of two sequences (as in the fourth column of the table view) should be divided up to a 2 on the trail. Given that no significant quantities of a sequence for all the variables less than the average of each of these variables, a significant difference with the number 3 (khalaji, 1388). Refer to the column and consider taking the t mark. This suggests that the T test is positive and the assumption is correct. The average eleven Q2, Q3, variable ... Q11, and the number three of the AVR is more variable and the average of the three smaller Q1.

The Second hypothesis

The research is the most important political obstacles 2. influence factor on the lack of success of the private sector in the port of Khorramshahr. To test the above hypotheses T Test. In this regard the test value is equal to 95% confidence interval of 3 and in the comments. As a result, according to a test by SPSS output response to the following form.

Table 3. The second hypothesis Test for the T-test

	Test Value = 0					
	T	Df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
2	27.538	39	.000	4.37500	4.0537	4.6963
3	21.052	39	.000	3.75000	3.3897	4.1103
4	33.242	39	.000	4.25000	3.9914	4.5086
5	19.018	39	.000	3.90000	3.4852	4.3148
6	24.977	39	.000	4.32500	3.9748	4.6752
7	26.237	39	.000	4.37500	4.0377	4.7123

The results of the analysis show an overall average of questions related to the hypothesis of 3 higher. As well as in the above table is visible in the lower and upper limit of the confidence interval is positive and this suggests that it is the response of the positive Test and T-test assumes the correct test. In addition, as noted in table 3, column seen Iran Rome significant column. Given that this test is a test of the type of sequence ($H_1: \mu < 3$), the meaning of the values d yea (sig) of two sequences (as in the fourth column of the table view) should be divided up to a 2 on the trail. Given that no significant quantities of a sequence for all the variables less than the average of each of these variables, a significant difference with the number 3. Refer to the column and consider taking the t mark. This suggests that the T test is positive and the assumption is correct. The average eleven Q2, Q3, variable ... Q11, and the number three of the AVR is more variable and the average of the three smaller Q1.

The third hypothesis research

3. Reduce the freedom of action of the private sector in pricing tariffs, the most important factor affecting private sector economic failure in the port of Khorramshahr. To test the above hypotheses T Test. In this regard the test value is equal to 95% confidence interval of 3 and in the comments. As a result, according to a test by SPSS output response to the following form.

Table 4. T Test for the hypothesis test. III

Q	Test Value = 3					
	T	Df	Sig.(2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
8	5.383	39	.000	.90000	.5618	1.2382
9	10.140	39	.000	1.45000	1.1608	1.7392
10	3.698	39	.001	.72500	.3284	1.1216
11	6.011	39	.000	1.15000	.7630	1.5370

Conclusion

The results of the analysis show an overall average of questions related to the hypothesis of 3 higher. As well as in the above table is visible in the lower and upper limit of the confidence interval is positive and this suggests that it is the response of the positive Test and T-test assumes the correct test. 4. Discussion and conclusions the results of the analysis showed that the political and economic obstacles on the lack of success of the private sector (companies such as port services and maritime shipping - Kaveh) have been influential in the port of Khorramshahr, in addition it was found that the performance of the private sector on the failed port of Khorramshahr in the influence section. On the other hand, based on the findings of this study, the following results can be obtained:

- events and political obstacles, including lack of competitive space resulting from the privatization of the port of Khorramshahr been implementation models, privatization policy mismatch with the principle from the perspective of the framework of the activities of the assignment and to mitigate the port regulations apply, and responsibilities. Follow the traditional rules and other indicators of influence factors on the lack of success of the private sector in the port of Khorramshahr.
- Reduce the freedom of action of the private sector in pricing tariffs at the port of Khorramshahr, the most important factor is the economic impact of transition on the lack of success of this part of the port of Khorramshahr.
- The performance of the private sector in the port of Khorramshahr, contrary to the impression many experts in this section affect the lack of success of the port of Khorramshahr.

References

1. Badpa, A. 2012. Suggest removing barriers to private sector involvement in maritime transport and port affairs and development strategies. www.ensani.ir
2. Baird, A, 2000, Port Privatization: Objectives, Extent, Process, and the UK Experience, *Maritime Economics & Logistics*, No 177–194.
3. Bavarsad, P. 2011. Models of privatization of the ports in the world and Iran, P.13
4. Bradshaw, B, 1996, The Privatization of Railways in Britain, *Japan Railways and Review*, Part.2
5. Chen, C, 2013, Australian's New Dawn Port Privatization, *Ports Strateg.*
6. Cvjetićanin, I, 2013, Privatization in Serbia - Success or Failure, Master Thesis, Lund University, p.48.
7. Farrell, Sh, 2002, The Regulation of Privatized Ports, United Nations Economic Commission for Latin America and the Caribbean, www.cepal.org.
8. Fawcett, J, 2007. Public Ownership and Private Operation, In: J. Fawcett, *Port Governance and Privatization in the States*, Volume 17, 2007, Elsevier Ltd., pp.207-235.
9. Gaviria, Juan, 1998, Port Privatization and Competition in Colombia, *Public Policy for the Private Sector*, No 16.
10. Ghamghalavi, M. 2007. The position of the major characteristics of maritime transport and ports policy, *Budget and Planing Organization*, p.10.
11. Ghayseri, S. 2000. Remarks about privatization, PMO: Port and Maritime Organization, p.9.
12. Haarmeyer, D. York, P. 1993. Port Privatization: An International Perspective, *Policy Study*, No156.
13. Hashemkhanie, M, Mirzaeie.Y. 2010. How do we manage ports? www.aftab.ir
14. Hassanzadeh, T., Moghimi.M. 2010. Social capital and organizational excellence, *strategic studies and management*, No. 3, pp-pp 123-143.

15. Heaver, T, 2002, Improving Efficiency in Port and Maritime Logistics, Annual International Workshop on Port Economics, Singapore.
16. Moaezami, T. 2013. Introductory Biostatistics, Hamedan University of Medical Sciences. No. 39853.
17. Safarzadeh.Gh. 2003. Barriers of privatization in Iran.
18. Sedighi, K, Shahidi, A. 2002. Strategies to remove barriers of investment and private sector development, Rayaktab, No. 7, p.13.
19. Shamsardakani, A. 2006. The necessity of privatization of port structures