

26. Lo J. *After the Method: Disorder and Social Science*. M.: Publishing House of the Gaidar Institute, 2015. 352.
27. Latour B. *Social Reassembly: Introduction to the Actor-Network Theory*. M.: Publishing House of the Higher School of Economics, 2014. 384 p.
28. Krasavin I. *Techne. Social Construction*. M.: Kabinetny Ucheny, 2013. 596 p.
29. Kerimov D.A. *Methodology of Law (Subject, Functions, Problems of the Philosophy of Law)*. / 2nd ed. M.: Avanta+, 2001. 560 p.
30. Maltsev G.V. *Social Grounds of Law*. M.: Norma; INFRA-M, 2011. 800 p.

**INVESTIGATING THE ROLE OF PORTS IN ECONOMIC, SOCIAL AND ENVIRONMENTAL
DEVELOPMENT OF THE REGION AND PROVIDING A GENERAL FRAMEWORK
FOR THE DEVELOPMENT OF IRANIAN PORTS**

Shoka Farzanehpour,

P.h.d Students on Geography and Urban Planning, Shakhes Pajouh Research Institute

Dr. Sirous Shafaghi,

Professor, University of Isfahan

Dr. Esmaeel Shia,

Professor, University of Isfahan

Abstract. The present research studies the role of ports in the economic, social and environmental development of the region and provides a general framework for the development of ports in the southeast coast of Iran, Makran. To achieve this, the field method has been used in conjunction with deep interviewing techniques along with the SWOT strategy. statistical population was used to collect information and a questionnaire was used to analyze the information. The statistical population of this research is all the written documents (including articles, books, publications, etc.) that are located in the southeastern ports of Iran in the coastal areas of Makran such as (Chabahar, Konarak, Tiz, Zarabad, Pesm and Braise), as well as informing The key is the experts (academic and executive) of the mentioned area in the province of Satan and Balochistan (in recent years). Finally, the strategies for choosing based on attractiveness were analyzed using the QSPM technique, which yielded the results:

Prioritized ST Strategies on the coast of Makran based on priorities, respectively, include wide-ranging international promotion of capabilities, capabilities and position of the region in order to attract private sector operators, pay more attention and invest more in the affairs of Shahid Beheshti Ports And the Chabahar Chancellor, develop and improve airport services and services and infrastructure related to the expansion of aviation, attract more and more domestic and foreign private sector investments and push them further towards productive industrial activities, Reducing government regulations and regulations on how to manage the free zone while maintaining authority

Key words: Makran coast, regional development, ports, Sistan and Baluchestan.

Introduction. Ports development as a phenomenal phenomenon and a tool for realizing outsourcing development strategies with an emphasis on export development policy have been considered seriously. So that most developing countries are building one or more free zones. The purpose of creating these areas is to provide the appropriate conditions for increasing the production and export of industrial goods by attracting foreign capital, creating employment, earning currency, increasing the income from tourism, supplying raw materials and components needed by industries, establishing links Industrialization with the interior is the economic and material well-being of the people of the regions and then national interests .It should be noted that the fourth decade of the Islamic Revolution, which is the decade of progress and justice, is a precious opportunity to take advantage of the experiences gained in the past years and a field for the benefit of a mass of national wealth in which the possibility of growth and prosperity of capital And benefited from the country's unmatched capacities in various fields. The experience of solid resistance in the first decade of the Islamic Revolution and efforts to revive the country's capacities and to strengthen the sense of innovation in the second decade and provide the ground for economic transformation and increase productivity in the country in the third decade now conditions in the middle of the fourth decade of the life of the Islamic Revolution It is in the face of the Iranian people and all those who are committed to it, which must be carefully considered in the past and in the future, in order to enable transitional opportunities to be fully activated and make it possible to take advantage of the capacities. The most important challenge facing the country in recent years is in the field of economics, in a way that has given this concern in the minds of the intellectuals in this field, what is the solution to achieve success in this field and how can social capital And the country's political power to create new economic opportunities, in fact, how can the successes achieved in various aspects of science and society be extended to the field of economics. One of these major focal points for the country, which is also the gateway to trade and economic development, is ports. The ports of our country, especially the southern ports of Iran, are the main focus of trade with the world, which in recent years have gained an increasing role in the national economy. This role of ports in the economies of countries not only in Iran, but also in many countries of the world, including peripheral countries of the Persian Gulf and the Oman Sea, is also understood, and each of these countries is consistent with development in various fields of energy production and development of transportation and Quoting up the exploitation of oil fields and developing tourism infrastructure, they have also taken steps to develop their ports in order to increase their share of the area. But if it comes, we will exploit this condition at least and exploit the southern ports, especially the southeastern and Makran coastlines, located in

Sistan and Baluchestan province, despite the privileged position of this region in terms of industrial and mineral development in the last rank Has a country with challenges such as low human development indicators (literacy rates, per capita income and life expectancy), low levels of general education and promotion and the widespread exclusion of many women and men, especially in rural areas , The lack of effective participation of people in economic and social activities, the high unemployment rate compared to the level of the drawer The province's widespread provincial deprivation in the area of infrastructure and the vast gap in comparison with the national level, the distribution of points of life, poverty of natural resources, climatic and natural conditions, and the difficult drought of migration, etc., as mentioned in the National Development Plan of Sistan and Baluchestan Province Is . In this study, we looked at the exact features of the southeastern coast in terms of strengths and weaknesses as well as the opportunities and threats that this has not been looked at, as well as whether ports development could develop a comprehensive regional development It has to follow or should consider patrolling development so ports can also grow and develop, or there should be some sort of coordination between the two.

The importance and necessity of the subject problem statement. Many of the major industrial and industrial countries in the world owe their economic growth to the transit industry. Hence, most economists believe that trade is the engine of growth and development in contemporary societies, and it is not unreasonable that in scientific studies of economics and relations never crossed one another. Separate ports, therefore, today, ports are one of the most important factors for regional development and the most important route for commodity exchanges due to the potential of economic, commercial, and other potentials. Investing in ports requires an understanding of their performance, geographic location, facilities, constraints, etc., so that, with the help of knowledge, the planning and investments needed to grow and develop ports and achieve regional development will be achieved. The importance of this research is due to the fact that our current society is realizing a policy of a resistance economy in which production and economic growth and, consequently, sustainable economic development, must be prioritized, especially in areas that have potential, but for reasons several have not yet faced environmental conditions due to the proper development and development. one of the most important is the coast of southeastern Makran in the province of Sitan and Baluchistan, and moreover, it should be noted that lack of proper development and development are worthy of attention in These regions can, with their relative deprivation, become a threat to resilience policy Thai and foreigners are stimulated to exacerbate inappropriate conditions, and its deeper and more comprehensive examination for economic growth and development is of high priority in the present situation, so that it can be viewed as a proper pattern for less developed regions. The same conditions apply.

Research purposes. General purpose. Investigating the role of ports in economic, social and environmental development of the region and providing a general framework for the development of Iranian ports.

Special goals

Recognition of the capabilities of the southeastern region of Makran coast and its capabilities for sustainable regional development.

Planning for sustainable regional development of ports with an emphasis on the development of ports in Southeast Iran, the coast of Makran.

Strategies for Achieving Sustainable Regional Development in the Economic, Social and Environmental Sector in the Southeast of Iran. Makran Coast.

Background and theoretical foundations of research. Researches on the subject of research both inside and outside the country, although completely overlapping, are not based on the subject of research, but their qualities and its overall objectives explains to some extent, including the following research: Research Under the title (Investment Optimization Model for Ports Development, Shahid Rajaei Port Case Study) implemented by Mahdiah al-Hawisilu in 2016 , which is one of the fuzzy problem solving methods, the results are: model presented model Integer planning is a function of the objective of minimizing the costs of building and developing the port and the constraints The model includes the limitation of the volume of operations, the financial budget, the freight transport network and the fleet of marine transport. Because of the uncertainty in the volume of operations performed in the port, fuzzy numbers are used to model the volume of operations. The output of the floating model determines the optimal port of the port at 5 years intervals as well as the number of optimal berths to be constructed in each port at a time interval of 5 years. another research titled "Investigating Key Success Factors in Implementing and Establishing a Comprehensive Ports System in the Ports and Maritime Organization, Development of Electronic Ports of Iran", by Soheila Shabani Moghaddam and Ali Akbar Jalali, in 2013, with quantitative content analysis, and results The results are: prioritizing the key factors for success in establishing and implementing a comprehensive port in the port organization, respectively, motivating the participation of domestic experts - financial model - identifying possible barriers - mastering the system on the system - political conditions - project team - shared beliefs - preparedness for Modified business and government practices - Project hero - Determine precise goals and ultimately user-friendly systems. Another research paper entitled "Developing a Unified Dynamic Model for the Development of Commercial Ports of the Country" by Mustafa Morshed and Razam Moushrafii in 2011 and using calibration and simulation methods along with documentary documents, are the following: According to the topics discussed in this model, the services that will be developed and implemented by the integrated model of the development of commercial ports of the country will be developed using the DS method and the following can be extracted and used, much in the prediction and decision Portfolio planning and planning will be cost effective. Examination of how the external and internal factors and the strategies and policies of the Ports Organization will affect the operational variables of the ports. Forecast future ports of the ports and the organization. - Forecast future capacity and organization. Formulation of the model. Optimal investment in sub-systems of each country's ports - Table forecast Investment attraction . Analyze and sensitize the performance of sub-system ports and critical situations. Make a suggestion for improving each of the existing systems and strategies. Propose a future

strategy for the organization. Another study titled (Impact of electronic organization on improving organizational performance using the BSC model, the General Office of Shipping and Marine Affairs of Sistan and Baluchestan Province) by Navid Parsegh and Baqir and Mohammad Osman Hossein Barg in 2016 by means of scrolling and tools The questionnaire was completed and its results are as follows: the findings show The average decrease in current financial expenses is higher than the others. Afterwards, internal processes are followed, then growth and learning, and ultimately customer satisfaction, are the lowest in the meanwhile. Ports and sailing of employees who have the ability to use information systems are more likely to be used. Also, the Tracking Committee in the Ports Organization for use Optimize the capabilities of the electronic organization and, in this regard, try to organize educational e-learning seminars aimed at informing and creating a positive attitude among the experts of the port center. Another research entitled "Applying Analytical Hierarchy Process Analysis Technique to Investigate the Strengths, Weaknesses, Opportunities and Threats of the Ports of the South of Iran" by Seyyed Naser Saedi, Hossein Darisavi Bahmaneshir and Jabbar Abboudzadeh in 2014 by Delphi and Swot The results show that the best strategy for the Khorramshahr port is the development of drinking water channels and the effective access to the Iraqi market in the port of Abadan. The use of the advantages and opportunities in the free zone and thinking of an executive solution Port Development in Imam Khomeini Port Using Information Technology and Software Tranship Container Operations at Shahid Rajaei and Bushehr ports benefit from container handling software and changes in the restrictive laws of privatization in order to reduce the threats of Jebel Ali Port and in Chabahar Port Establishing a rail network and modifying the rules of privatization with the aim Reducing the negative impacts of the Jebel Ali Port. Another research entitled "Identification and ranking of key factors for the success of the establishment of electro avigation ports in Iran" by Zahra Shahkhoraghi in 2014 with comparative study method and its results are proposed in Iran's container ports. If you create a national trade port, you can connect the services of this model by connecting the portal to the national trading portal of the commercial unit in the ports of Iran, by creating a commercial window in the ports of all interested parties to an information center and from the same information center And this makes it an integral but comprehensive management all stakeholders, which are different organizations in the field of cargo transportation in ports, are to be addressed. Another research entitled "a survey of the indices of sustainable development of ports in order to achieve the status of green ports in the status of their implementation in the development project of Shahid Beheshti Chabahar Port", which was carried out by Siamak Yeganeh in 2014 with the method of exploration, and its results are as follows: from the study and study of theories and indicators of sustainable development, we concluded that a stable port should shape the development framework, which, in addition to the current needs, also takes into account the needs of the future. The concept of a sustainable port is a very valuable concept. It should be noted that complete and real sustainability can never be achieved, but after studying the development indicators of the port, it can be concluded that the importance of the environmental aspects in the development of ports is so high which is one of the characteristics of the sustainable port of environmental sustainability. Another research paper (Development of Human Resource Management Strategy with EFQ approach at the General Directorate of Ports and Marinas of Imam Khomeini Port using 5 Power Generators Index), conducted by Reza Dabbaghan Nejad Dezfuli in 2014, and its results The results of the research indicate that there is a significant relationship between the five empowerment indicators (leadership, policy and strategy of staff, business partners and processes) and the assumption of the average assumption with constant value of 5 and 3 at the General Office of Ports and Maritime of Imam Khomeini port And there is one. Finally, in order to strengthen and improve the ports and maritime administration of Bandar Imam Khomeini, some of the ways (bilateral development, synergy in working with each other, creative innovation, justice in the method of appreciation from target societies, and the relevance of policies and strategies) around the needs and expectations of employees, institutions and other stakeholders). Another research entitled "Assessing the relative efficiency of Iranian ports with data envelopment analysis (DEA)" by Mansour Kiani Moghaddam, Mehdi Jafarzadeh Karnari, Alireza Bakhshi Zadeh in 2013, and analytical-applied methodology, are the results of this study. : The results of the research showed that in 2009, 36% and in 2011, 27% and in 2011, 27% of the ports were Kara. In 2009 and 2010, the port of Shahid Bahonar and in 2012 Shahid Rajaei port of Karatein Ports Finally, virtual ports were introduced as models for inefficient ports, and inappropriate ports in case of reaching virtual port conditions the self-efficient are. In foreign history, researches such as the role of ports in the economic growth process conducted by Tahir Joyli, a lecturer at the Faculty of Business Administration at the University of the Northern Borders in Saudi Arabia in 2016, were carried out using documentary and field studies, and published in the Quarterly Journal of Studies in the Developing Countries The sixth issue has been published and its results are: Port activity is an important economic activity in terms of development and integration in the world market. Port is expected to play an important role in boosting economic growth. The Tunisian government has devoted a great deal to the development of public ports annually, the results show that public investment contributes positively to Tunisian economic growth: first, through direct aid to its value added, the latter with indirect assistance from. the way of developing other economic activities. Another research paper entitled "Overview of the role of ports in the development of nations", carried out by JS Varakisha and Achilles Mohammad Salim in 2015, with documentary and field studies, has resulted in the transport sector being a strong factor in the economy and Balanced regional development, and also has a great impact on the integration of the national economy into the global economic market. India has a rich trade history across the seas. Ports form an important economic activity in coastal areas. The more goods and passengers travel year by year, more infrastructure, regulations and more relevant services are needed. They bring different degrees of profitability for the economy and the country. Ports are also important to support domestic economic activity because they act as a vital interface between the sea and land transport. Another study, entitled "Econometric analysis of port development and its impact on Nigerian economic growth," by U.M.Mannio, H.C. UNIMA, K. O. Ahmadi, C. Onimichi, in 2016 with a scrolling method . its results are: This research relies on the analysis of the econometric development of the port and its effects on Nigeria's economic

growth. Variables such as trade, GDP, logistics performance, and linear transport connections were used for analysis, which suggests that when the linear transport connection increases, economic growth also increases, although it is recommended that the Nigerian government Provide a durable economic policy that can boost trade despite the current decline in oil prices. Nigeria could become a shipping / shipping center if it develops its ports, which may lead to improved transportation relations or the risk of losing its connection with other ports in the region. Another research titled "Impact of Ports on the Regional Economy in South Korea: A Panel on Advanced Solo Model" by Jin Sook Park, Yong-Modares, Faculty of Economics, Finance and Accounting, Coventry University, England, and Joon Three The Faculty of Management, Plymouth University, UK, in 2016, has been conducted with a survey method and published in the Journal of Transportation Research, A Review on Transportation and Logistics, Volume 85, and the results are: The study shows the economic impact of ports on On areas in South Korea. The econometric analysis uses an enhanced solo model based on data that covers all areas of Korea during the period 2000-2013. Econometric analysis shows that sufficiently low-capacity ports impede regional economic growth, while ports have a share in the region's economic growth, which has enough capacity. In addition, the result suggests that container traffic activities have a positive impact on regional economic growth, while port investment also leads to economic growth. This study helps to better understand the role of ports in Korean economy. Another study titled "The role of ports in the Japanese manufacturing system: a peripheral center-centered approach" by David Guerrero of the University of Paris-Oriental France, Hydexaouetto, Faculty of Business Administration, University of Wencesany Guinea, Japan in 2015, with documentary and case studies.

Sustainable Development. Sustainable development is human-centered and, given the wide range of topics and capabilities, has quickly become one of the most important current debates and one of the most important challenges of the 21st century. At the end of the third millennium, the process of growth and development was restored within the framework of sustainability. In sustainable development, humans are the focus of development and deserve the health, security, culture, education, knowledge and development of communications and information. In the path to achieving the conditions of stability, especially during the transition period, extensive responsibilities were assigned to governments.

Planning theories. Planning a mental and practical process is a set of deliberate decisions that, based on quantitative and qualitative constraints, specify the time and place of the method of human intervention in a particular subject. Planning from this theory is a mental process that has a mental basis for decision making .

Theory of international trade: the theory of generalized theory at the national level to the regional level and believes that instead of attempting to produce a wide range of goods and services to the region must be the production of goods and services focus in which to Other regions have a relative coefficient, and with specialization, instead of diversification, they earn more revenue from exports.

The theoretical part: Based on the experience of European countries, the increase in per capita income in the region is related to the reallocation of resources from the first sector (agriculture and mining) to the second sector (industry and services) and shows that with this increase in income, More demand for production of the second and third sectors is made up of the first part.

Export theory or basic goods: This theory relies on the experience of North America, and contradicts the theory that is based on production capacity within the region. On external forces, the factors that determine the growth of the region are based on their effect on the expansion of the export of the main goods of the region (Sarafi 102: 1380).

The theory of hierarchy of settlements: some theories of regional development with a view to the spatial origin on the establishment of settlements in the process of developing the middle of the two extremes centralization (such as growth poles) and decentralization (such as the Center - about) the selection and aggregation Decentralized, in other words decentralization with aggregation.

Growth pole theory: Growth pole theory is an important point of view of hierarchical system theory of settlements. Hirschman and Myrdal were among the first to recognize the spatial concepts of development, in this way, to create a link between the models of economic growth and the theory of regional development. In fact, Hirschman's main focus on economic growth was he argued that economic development was emerging through the (imbalance chain). Therefore, new investments will be made as a result of an increase in the product of existing activities.

The theoretical framework of research. Future research is carried out in accordance with the theory of polar growth and the author, considering the full knowledge of this view, is trying to identify and influence the opportunities of ports, especially the Makran coast, in the development of logic. Nationally, the goal of deploying poles of growth at the point A particular geographic is not only due to the change in the development process of that particular region, but also the assumption of the changes and changes that arise in relations between regions and at the national level, but on a regional scale, the objective is to use poles to create change And transformation in the context of urban and rural population centers and the creation of a coherent regional space organization.

Research Methodology. The objectives of this qualitative study of the two documents (the library) and case study type (exploration) and by observation technique with depth interview and in line with the needs of the strategy, SWOT next QSPM is used. The statistical population of this research is all the written documents (including articles, books, publications, etc.) that are located in the southeastern ports of Iran in the shores of Makran such as (Chabahar, Konarak, Tiz, Zarabad, Pesem and Brisi) as well as the key The sample size is 15 people, including experts (academic and executive) in the province of Sitan and Balouchestan (in recent years) who participated in this research in the country and to co-operate with this research, which purposefully selected For reliability and reliability of research, the concept of reliability of research, four criteria of validity, transferable, usable Verification of the reliability and quality of the methods is used.

Research Findings

Investigation of Ports of Southeast of Iran on the Coast of Makran from the Damper Checking the weaknesses, strengths, opportunities and threats based on research findings:

Each year, a huge amount of goods is exchanged between the continents and the countries of the world, and these huge exchanges, in essence, make the lives of nations in the present world meaningful and guarantee continuity. From the very beginning to the end, and in its broad and complex range at various levels, the vital process has created many opportunities for the mobility and dynamism of the peoples of the world. The trade-scale, requires networking and communications reliable and attention of manufacturers, traders and consumer markets have been due role in this process and basically think about the benefits and opportunities of its fascinating subject for nations and governments. A significant part of this multi-tens of billions of dollars in trade in global trade is realizing the vast scope Iran has at its center. Land with access extensive international waters leading position for the organization of these interactions, headlines, especially in relation to Central Asia and Afghanistan, according to the division of labor nationally and internationally, the advantage of position (potential) off the coast of Makran And the axis of the east implies. The Makren and eastern shores of the country, although suffering from severe backwardness, have the potential of communicating with the abundant capabilities and abilities that their dynamism, as a result of this great flow, is capable of eliminating Poverty and deprivation have fueled the whole development process and institutionalized security and development in the region in principle.

Rating	Average weights	Total weights	Swot analysis (Ranking and Prioritizing the Strengths, Weaknesses, Opportunities and Threats)
Strengths (S)			
2	4/39	422	S1 = the potential of the region to invest in the direction of the tourism pole (having unique perspectives)
1	4/49	431	S2 = the potential of the region for fishing activities, foreign transit between Europe and Central Asia and access to export markets (Central Asia)
7	3/15	302	S3 = the presence of ancient, historical and cultural attractions
8	2/83	272	S4 = the presence of a suitable climate and biodiversity towards the oceans
4	3/94	378	S5 = presence of special geographic location and access to international free waters and African markets
5	3/79	364	S6 = the presence of relatively rich and diverse mines and the development of mineral activities
3	3/98	382	S7 = Sustainability of the area due to port position and access to transnational markets
6	3/25	312	S8 = the existence of a variety of small, medium and large industries in the field of commerce and shipping and...
Weaknesses(W)			
1	4/36	416	W1 = Inappropriate and weakness of maritime, rail, road, air and electronic communications
6	3/68	355	W2 = Inappropriate service facilities and lack of private sector participation
3	4/13	396	W3 = Inappropriate security of tourists in the area that has contributed to capital flight
2	4/24	407	W4 = Inappropriate coastal zone management plans for tourism
7	3/63	348	W5 = Lack of planning and public investment in sustainable development of the region
8	3/36	323	W6 = Lack of state and nongovernmental education in line with tourism activities
5	3/95	379	W7 = Lack of the potential of the region in line with fundamental developments
4	3/97	381	W8 = severe deprivation of the area and high rates of illiteracy and population shortage in the coastal zone.
Opportunities (O)			
1	4/42	425	O1 = Suitable substrate for transit and shipping and shipping and connecting to Central Asia
3	4/18	401	O2 = proximity to global fuel consumption markets, including China and Japan
8	2/91	289	O3 = Social, cultural and religious ties with people in the countries of the region
2	4/41	423	O4 = The possibility of creating natural tourist villages and health tourism
4	3/63	349	O5 = Ability to create fuel bases and other services to international vessels
7	2/97	297	O6 = The sense of local and indigenous participation of the people of the region in the production of security
6	3/27	314	O7 = The need of the people of the region for environmental and marine education
5	3/32	321	O8 = The existence of the potential for the development of social and cultural infrastructure
Threats (T)			
1	4/07	391	T1 = lack of development of maritime, rail, road, air and electronic communications and avoiding the global trade cycle
2	3/94	379	T2 = bureaucracy and high risk factor for foreign investment
3	3/88	373	T3 = insecurity of investors' capital
5	3/55	341	T4 = The presence of ethnic and religious insecurity in the region
4	3/8	365	T5 = Being in the transit of drugs and smuggling goods
6	3/71	332	T6 = The absence of national policies in the free zones for the destruction and pollution of the coast
7	3/64	329	

8	3/51	319	T7 = The transfer of a long beach to this area (Sistan and Baluchestan province) will increase security problems. T8 = Proximity to the sheikhs of the Persian Gulf and the propagation of Wahhabism and takfiri currents
---	------	-----	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

The SWOT analysis shows that from the experts' point of view, the region's susceptibility to fishing activities, transit, and access to export markets and the susceptibility of the region to invest in the tourist destination are, respectively, with an average weight of 4.49 and 4.39, the most important strengths. And then the region's susceptibility to a port position with an average weighing of 98.3 is next. In addition, according to the table of inappropriateness and weaknesses of maritime, rail, road, air and electronic communications and inappropriate coastal management integrated tourism projects in terms of tourism, with a weighted average of 4.36 and 4.24, the most important internal weaknesses in Regional development. In addition, there was a good basis for transit and commercial shipping and sea transport, and connecting Central Asia to regional development with a weighted average of 42.4. The most important external opportunity was identified, and socio-cultural and religious ties with people in countries. The region with an average weight of 2.91 was regarded as the least important external opportunity. The component of the non-development of maritime, rail, road, air and electronic communications and the absence of the global trade cycle with an average weight of 4/4 is the most important external threat to regional development, and in contrast, the proximity to The sheikhs of the Persian Gulf and the propaganda of Wahhabism and takfiri movements are among the lowest. Among the threats is external.

ST Priority Structure Table

Row	Strategy	internal factors	External factors	Total Scores
1	Emphasizing the development of tourism and the use of historical, cultural and native capacity of the region in order to attract domestic and foreign tourists			
2	Attracting more capital for sustainable regional development, especially the development of shrimp			
3	Facilitating Governmental Laws and Regulations for Fisheries Entrepreneurship			
4	Necessary attention and investment in aquaculture at the local, national and regional levels			
5	Development and improvement of communication between Tees and Brace with other related points			
6	Special efforts to create new spaces among indigenous people in order to leave the region			

Thus, based on the findings among the strategies mentioned, the second-line strategy was more important, followed by a first-line strategy that could be recommended as a top-priority operational strategy.

Conclusion. The coastal location and the proximity of the Makran region, especially Chabahar to the Indian Ocean's ocean borders, as well as being located on the south-to-north transit transit corridor, are among the geo-strategic, geopolitical and geoeconomic advantages of the country, as well as the Chabahar Free Zone. The title is one of the most important and strategic areas in terms of influencing the security of the national space. Considering the presence of India and some of the internationally recognized countries in Chabahar, it has brought great investment opportunities in the region. The Chabahar port is the only free economic zone of the Makren coast. Despite its convenient coastal conditions and its unique location, the port has not been able to compete as a free economic zone. However, it has the capacity to become one of the ten key hubs in the world. The south-east of Iran, with its neighbors with Pakistan and Afghanistan, and access to free waters, has provided a special place in the development of regional and international exchanges in Iran. The development of coastal areas of Makran has resulted in a more forceful presence in the region and will reduce the need for the Strait of Hormuz and will enhance the security and military positions. Human-made structures, both network and institutional-body, reflect the abnormal landscape of space and space. The structure and geographic system, in turn, create the role and function of geographical location and space, which affects the perception of humans and political-social actors of the value and importance of place. In other words, not only elements and structures are natural and valuable, but human constructs also have their own value and function. Because they are the product of investment and labor and human activity, they can function in their own right to meet human needs and affect the power of political actors. Natural elements and structures, as well as human elements and structures, have a set of values and functions that reflect the validity and general importance of space and place and the perception of political-social actors from their value. The south-east coast of Iran has potentials and capabilities that have been neglected by Iran, and this has caused other regional and subregional actors to play a role. By now understanding the position and value of space in this part of Iran by political institutions and directors can play a role in national development. However, the entry and role of Iran in this part of the national space will be faced with actors and actors who will face the economic, political and cultural challenges and obstacles against Iran. On the other hand, the prospects for a comprehensive and sustainable development of the country, taking into account the privileged and coastal situation of the Oman Sea, and in particular the emphasis on the necessity of avoiding the country from exclusive dependence on the Gulf data sets and achievements, indicate that Iran needs to design a comprehensive

strategy in The field is based on the geopolitical functions of the south-eastern part of the country and the Makren and Indian Ocean shores. The realization of this important issue also requires the foundations and necessary grounds for achieving sustainable growth and development in various affairs of the southeastern part of the Makran coastline. Since development is objectified by the nature and essence of humanity, and also given that poverty or development .at the same time, they can have widespread and mutually beneficial effects on their neighborhoods. Therefore, in the south-east of Iran, there is no hope for the many connections and direct and indirect affiliation that the border residents enjoy on both sides of the border with Pakistani and Afghan counterparts. Sustainability of development structures also depends on the development of the environment particularly with the simultaneous participation of countries and political units in the adjacent areas of the border.

Research suggestions. Following the strategy of taking advantage of the geopolitical position of the south-east of Iran due to its proximity to Pakistan and Afghanistan and the access to the open sea for Central and Central Asian countries and Afghanistan, etc., a special place for the expansion of regional exchanges Both international and international.

- . Benefiting from a particular geographical location, suitable climatic conditions in a large part of the region in terms of the possibility of agronomic activities throughout the year, as well as the ability to cultivate special products in tropical areas.

- . Planning to use a suitable climate for the development of tourism activities on the coast of the Oman Sea, the slopes of the Taftan and the high volcanic peaks like Taftan and Bessman, and the lush valleys of Solbat, Iranshahr and Skan

- . Proper use of mineral water springs, especially in Konarak and Taftan areas.

- . The development of the eastern axis is a national imperative, national resources are limited, and so the solution to planning and trying to get the most out of global opportunities is regional. The privileged position of the land of Iran in the division of national labor, the East-East communication position, with the emphasis on the strategic position of Chabahar, on the credibility of internationally validated data and research findings, is capable of, as best as practicable, through the flow of multi-million dollar dollar exchanges of dynamic processes The formation and accumulation of capital as a development engine in the wider and nationalized realm. A flow that, in addition to booming business and expanding economic and social well-being in the eastern regions, makes stability and security a common desire.

- . Completion of the construction of the facility, planning and implementation of the Chabbar International Terminal Terminal in the short and medium term and long-term exploitation and maintenance as a strategy for the development of regional maritime access.

- . Given the orientation of the East, Chabahar is the centerpiece of this transformation, with its potentially huge potential in the fields of commerce and transit, this massive trade bypassing the eastern axis in addition to boosting the economy and society and the environment by producing a role Supplement for the north and south of Sistan and Baluchestan province and forming a permanent hospital for the integration of the interests of coexistence and historical orbit in the region will be institutionalized, therefore, the promotion and promotion of this communication status will be prioritized as a development strategy.

- . Utilizing the geoeconomic capacity of Chabahar and the possibility of transferring South Pars gas to this area, we can create vast areas in various areas, especially in petrochemical and energy industries in the region.

- . Proposals based on research findings:

- . The Makran coast, centered on the Chabahar Bay and Konarak region, should be the platform for influence and even dominance on the Indian Ocean in the strategic plans of the Islamic Republic of Iran.

- . The expansion of ports along the coasts of Oman, along with the strengthening and empowerment of transport infrastructure, in particular the creation of a widespread rail network.

- . Attention to the various dimensions of sovereignty in the Free Seas includes: political, economic and defense

- . Use of International Maritime Law Capacity to Develop the Territory of Iranian sovereignty

- . Development of research and research activities in the oceans and seas.

References

1. David Guerrero, Hidekazu Itoh (2015) the evolving role of seaports in the Japanese manufacturing system: a core-periphery approach. Preprint submitted to WCTRS sig 2 2015 conference.
2. Tahar Jouili (2016). The role of seaports in the process of economic growth. Developing country studies. Vol.6, no.2
3. G.S Dwarakish, Akhil Muhammad Salima (2015) Review on the role of ports in the development of a nation. Department of applied mechanics and hydraulics, national institute of technology Karnataka, Surathkal, P.O. Srinivasnagar, Mangalore 575 025, India.
4. U.M.Emenyonu, H.K. Onyema, K.O.Ahmodu, C.Onyemeh. (2016) Econometric analysis of seaport development and its impact on the economic growth of Nigeria. International journal of advanced research. Volume 4, issue 2.
5. Jin Suk Parka. Young-Joon Seo (2016) The impact of seaports on the regional economies in south Korea: panel evidence from the augmented Solow model. Transportation research part e: logistics and transportation review volume 85.