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A new perspective on the dry port in the spatial and regional planning system

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Introduction

The container transport industry has made significant progress in its operation since its advent into large scale in the 1960s. This industry is the basis of world trade, accounting for 13% of maritime transport volume and 49% of the credit of these shipments (Kalinin and Kana, 2000). The importance of this industry in the current situation, where concepts such as time and place have lost their base, is more due to reduced costs than speeding up (Rodriguez, 1999). According to Kalinin and Kana (2000), the maritime sector Transportation chains employ much larger ships to meet the growing needs of communities and reduce costs. Despite recently launched vessels with a capacity of 14,000 TEU (World Cargo News, 2006), improvements can be expected in the operation of ports and coastal areas, leading to cost reductions (McCalla, 2007). The huge investments made in the capacity of container terminals, the arrival of larger ships, and the flooding of containers flowing into ports make maritime port operations extremely difficult (Moore et al., 2002; McCalla, 2007). Port capacity can be increased by expanding them (McCalla, 1999), but this requires a lot of money and effort (Pelgram, 2001). Equipping ports or increasing productivity through new types of technology, according to Ballis Others (1997), according to Picasso and Marlowe (2003), or according to Hennessy (2006) through information systems, are other ways to increase port capacity: transportation services to the coastal areas of ports, such as Van Klink and Van den Berg (1998) calls it the "port area of port services" and is also under increasing flood pressure from container shipments. According to the European Road Federation (2008), between 1996 and 2006, the share of the European coastal road transport market increased by 5%; While the share of railways has increased by 4%. In addition, road transport has the largest market share of 76% (European Union Road Federation, 2008). Even with the arrival of double-decker trains on American railroads in 1984 (De Boer, 1992), productivity in the sector Land transport chains have not developed the maritime sector. However, two-tier containers are now on the way in China and their use in countries such as Sweden and the Netherlands is also under study.

The most important problem that coastal ports face today due to the rapid growth of the use of containers in maritime transport, is the lack of sufficient space for storage and also the lack of optimal access to the destinations due to the use of traditional methods of transportation. Traditional methods of transporting goods from ports so far have been such that the flow of goods between ports and different destinations of goods has existed on a large number of roads and several railway lines leading to ports. Increasing the use of containers in maritime transport on the one hand and the significant growth of very

large container vessels cause a significant increase in the amount of goods in ports and thus traffic congestion in ports and routes leading to ports, as well as lack of adequate space to unload , Loading and storage of containers. The development of factories, new industries and the increase in supply and demand of goods related to maritime transport necessitate the expansion of ports and transportation routes to ports, which in turn increases freight traffic and reduces space, and therefore the need for modernization in ports. And the structure of backward access is felt.

Matherials & Methods

Due to the nature of the subject and objectives of the research, the approach of this research is descriptive in terms of method and applied in terms of type. In this research, first, due to the lack of similar studies and researches in Persian using foreign published works in this field, which include articles, reports and several related books, the concept of dry port was determined, then the classification of types It and the benefits of creating and launching as well as its impact on the planning system of Chabahar city have been introduced and studied.

Discussion of Results & Conclusions

Today, world trade is impossible without shipping and shipping without the idea of transporting goods by container.

The development of container transport in recent decades has been the most important global transport event that has been interpreted as a revolution in international transport. It is one of the congestion of ports as well as the provision of other port services outside it. This solution is a good option to improve the level of maritime transport in the country compared to neighboring countries and on the other hand will lead to development and investment in the rail transport sector.

Inland ports are intra-border combined terminals that have been introduced as a major domestic market for the absorption and distribution of goods and need to take measures to meet the growing demand for containers. One of these measures is the correct location of these terminals in order to remove the traffic of goods from the coastal port, also to provide the environmental issues of the cities. Onshore ports are in fact container ports located in the country to act as border ports on the one hand to provide the possibility of intermediate transfer of exchange containers and on the other hand to provide the facilities needed to provide services and container logistics. The benefits of dry ports include increasing the capacity of the coastal port, reducing congestion in coastal ports, reducing the risk of road accidents, the possibility of speeding up the customs clearance process, improving the access of coastal ports to their shores and changing the mode of road transport by rail. It is more in harmony with the environment, he noted. But the most important advantage of dry ports is its important role in the development of freight transport and its location. Thus, due to the market suitable for providing transportation services (transit of goods and passengers) in our country has provided. Iran has all the necessary capabilities and only needs to create a network that provides coordinated use of port, rail, road and onshore infrastructure. In this regard, due to the special geographical location of Chabahar city, which is the only ocean port in the country and is located on the shores of the Oman Sea and the Indian Ocean, as well as having three types of

transportation: sea, rail and air to create a dry port in this city to Regional development as well as overcoming the problems of all three types of transportation play an important role as an effective solution to reduce the basic problems of cargo transportation as well as operation operations.

Keywords: Logistics, Container, Combined Transportation, Dry Port



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