Examining the Status of Communication Infrastructures, Urban Infrastructure Equipment's and the Automated Export System in Qeshm Free Zon

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Abstract: The research aimed to study communication infrastructure, urban infrastructure equipment's and the automated export system in Qeshm Free Trade Zone. There were selected 183 experts, scholars and professionals of management, marketing and customs as well as specialist exporters. A questionnaire was used to collect data. Data were analyzed using t-test. The results showed that each variable plays a determinant role to develop export activities and there is a significant difference between the status quo and their desired status in all cases.

Keywords: developing export activities, Qeshm Free Zone Organization.

Introduction

Increasing process of total request at the country and necessity to eliminate structural and infrastructural obstacles for passing primary levels of economic development are factors that have faced the country with high volume of importing foreign goods. The demand to import has been stepped up, due to enter development process, promote life levels and consumer demands, population growth, limit resources for exploiting local resources and low quality of some of domestic production (Beckhard, 2010). Examining statistics of imports in recent years indicates the fact. In general, studies in this field show that in recent decades, oil has always been the main axis of export activities and foreign currency income. The country total budget has also allocated the highest disputes for possible estimates and implementing foreign currency revenues of oil export ((Akbari et al., 2014). Full reliance on oil exports is not favorable for various reasons, including: 1) oil price and its export value are subject to severe fluctuations. These fluctuations have very bad consequences on economic activity of the country; 2) oil exports are subject to international restrictions. Increasing its exports will not increase foreign exchange earnings necessarily; 3) oil is an exhaustible source, so its export is like as capital and it should not be considered along with exporting other products; 4) fluctuations in this source of income can interrupt in economic, social and political planning of the government and even postpone time of achieving objectives too sensible (Goudarzi, 2013).

However, continuation of exporting raw materials and importing the manufactured goods will undermine our strength in the world every day. While several decades ago, developing countries have moved from international division of labor practices to enter a new phase on exporting industrial goods versus importing industrial goods (Bennis, 2013). It is necessary to mention that during the implemented development programs of the country after victory of the Revolution, the country planners have always emphasized on developing non-oil exports, but the

desired goals have never been achieved and share of non-oil exports has been always negligible in to get the country's foreign exchange earnings. This objective was not implemented even in the Third Development Program of the country that has been centered on development of non-oil exports and reducing its economy dependence on oil revenues (Cummings & Worley, 2014). Given the importance of this issue, the government has considered wide measures such as export subsidies; provide multiple facilities and incentives to exporters, tax exemptions, removing waste regulations and laws etc. However, the measures have not been enough effective to develop export activities and reduce dependence on exporting crude oil. Therefore, research aimed to study communication infrastructure, urban infrastructure equipment's and the automated export system in Qeshm Free Trade Zone (Mohammadzadeh, 2014).

Materials and Methods

The research method was descriptive-survey. Its population consisted of all experts, scholars and professionals of management, marketing and customs as well as specialist exporters (n= 3500). There were randomly selected 183 people as the sample. In implementation phase of the research, after primary explanation about the purpose and measuring instrument of the test, there was described how to answer for the participants in detail. About ethical considerations, after obtaining letter of satisfaction and providing necessary information, they were ensured that the received information will be only used in this research and of will be kept from any misuse. The researcher-made questionnaire was used to measure the research variables. The questionnaire was designed by regarding theoretical issues and the subject research history as well as by considering opinions of advisors and education specialists. It was distributed and collected among the population. The questionnaire contains of the closed questions in both general and specialized questions. The first section consists of five questions on general and specialized aspects. Questions of the second section are organized as the follows: questions 1-6 for the communication infrastructures (roads, docks, etc); questions 7-11 for urban infrastructures (telecommunications, communication, etc.); questions 12-15 for automation of export systems; questions 16-19 for laws and regulations, facilities and warranties; questions20-24 for warehouses and depose; and questions 25-27 for evaluating strategic vision in both status quo and the desired status. Professors and experts confirmed validity of the questionnaire. The Cronbach's Alpha was used to determine its reliability. The results showed 0.93 and 0.96 for reliability of the questionnaire for status quo and measuring reliability of the desired questionnaire respectively. The t-test was used to analyze the data. In all analyzes, the significance level was considered as $p < 0.05$.

Results

Table 1 represents the results of comparing the desired status and status quo of communication infrastructures (roads, docks, bridges, etc). According to the obtained results of comparing the desired status and status quo, it is observed that statistic of the paired t-test (-16.272) is in a significant level, by considering significance level of p-value= 0.001 < α= 0.05. Therefore, it can be said that there is a significant difference between the desired status and status quo. The achieved averages (16.701 and 24.337) in this state show that average of status quo is less than the desired status (Table 2).

Table 1. Results of t-test.

Results of variable	The paired t-test	p-value	df
Communication infrastructures	-16.272	0.001	183

Table 2. Descriptive statistics of communication infrastructures.

Results of variable	Mean	SD	Number of views
The status quo	16.701	3.98	184
The desired status	24.337	4.75	184

Table 3 presents the results of status quo on urban infrastructure facilities (electricity, water, telecommunications, etc). According to the obtained results of comparing the desired status and status quo, it is observed that statistic of the paired t-test (-19.310) is in a significant level, by considering significance level of p-value= 0.001 < α= 0.05.

Therefore, it can be said that there is a significant difference between the desired status and status quo. The achieved averages (12.190 and 20.516) in this state show that average of the status quo is less than the desired status (Table 4).

Table 3. Results of t-test.

Results of variable	The paired t-test	p-value	df
Communication infrastructures	-19.310	0.001	183

Table 4. Descriptive statistics of urban infrastructure facilities.

Results of variable	Mean	SD	Number of views
The status quo	12.190	3.78	184
The desired status	20.516	3.93	184

Table 5 presents the results of automating export system of export activities and process of exporting product. According to the obtained results of comparing the desired status and status quo, it is observed that statistic of the paired t-test (-13.367) is in a significant level, by considering significance level of p-value= $0.001 < \alpha = 0.05$. Therefore, it can be said that there is a significant difference between the desired status and status quo. The achieved averages (11.353 and 16.182) in this state show that average of the status quo is less than the desired status (Table 6).

Table 5. Results of t-test.

Results of variable	The paired t-test	p-value	df
Communication infrastructures	-13.367	0.001	183

Table 6. Descriptive statistics of automating export system.

Results of variable	Mean	SD	Number of views
The status quo	11.353	3.50	184
The desired status	16.182	3.12	184

Discussion and Conclusion

The research aimed to study communication infrastructure, urban infrastructure equipment's and the automated export system in Qeshm Free Trade Zone. The results showed that communication infrastructures (roads, docks, bridges, etc) have a significant effect to develop exports of Qeshm Island. This has been accepted in the relevant test. Hypothesis of average has gained the first position in the test. According to the obtained results of comparing the desired status and status quo, it is observed that there is a significant difference between the desired status and status quo, which it reflects its importance in development of export activities.

Other findings showed that urban infrastructure facilities (electricity, water, telecommunications, etc) have a significant effect to develop exports of Qeshm Island. This has been accepted in the relevant test. Hypothesis of average has gained the second position in the test.

According to the obtained results of comparing the desired status and status quo, it is observed that there is a significant difference between the desired status and status quo, which it reflects its importance in development of export activities. Other findings showed that automating export system of export activities and processes of exporting product have a significant effect to develop exports of Qeshm Island. This has been accepted in the relevant test. According to the obtained results of comparing the desired status and status quo, it is observed that there is a significant difference between the desired status and status quo, which it reflects its importance in development of export activities. The conducted studies by the researcher suggest that communication infrastructures and equipment's are necessary to for better development of exports, including roads, docks, bridges etc. There should be performed more comprehensive and accurate planning. According to the researcher, automating export system of export activities and processes of exporting product are very useful in all stages of exporting product, in order to develop export. It has been proven in the second hypothesis. If there should be considered

proper programs for consistency of customs on exporting, it can play a significant role in development of non-oil exports.

Conflict of Interest
The authors declare no conflict of interest.

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