

Examination of five important controversial issues about the maritime industry and resistive economy

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Abstract: The development degree in the infrastructures sector is nowadays one of the evaluating criteria of the level of development of countries in the world. Moreover, the proportion of transportation in the national economy is undeniable. World trade indicates that the economic growth in the countries is strongly depended on the transportation industry development. As according to international organizations and unions' reports (such as BIMCO) about 89 percent of world trade is carried out through the sea. Hence, the concept of maritime transportation, due to the specific situation of our country, has long been a special opportunity and a strategic superior position in the heart of Asia and the connection way of Asia's East to the Europe [1]. Iran's maritime transportation industry has been under unprecedented and most outrageous sanctions imposed by the US and its allies in the past few years and even the country has not been spared from the bite of sanctions with various excuses. These issues emphasize on the importance of the role of transportation in country's economy and on the other hand indicate the importance and the significant role of maritime transportation sector in the national economy and focused on greater attention to this subject. Iran's 1404 vision of economical plans presented by Imam Khamenei has outlined a 5-year target program for Islamic Republic of Iran and the role it should take in the region. It is obvious that according to these objectives, consideration and using of these resistive economy politics along with upholding its principles and components is important. In this article, five important objectives about resistive economy in the field of maritime industry are studied.

Keywords: Resistive economy- maritime transportation- human resources- maritime industry- Classification societies

INTRODUCTION

With the advent of Islamic revolution in Iran, a new form of government emerged in the world that did not adjusted with power poles of arrogance and has to stand up against it. The emergence of such a state in the Middle East region which is the most important region from the point of economically and geopolitically view has caused that the global arrogance stand up against the revolution with the full power. When the war ended and the arrogance has not obtained any success in the military field, aggression was turned to other areas. One of these areas which have been attacked specially in recent years is the economic arena. So the Islamic revolution is obliged to innovation, theorization and modeling in new economic arenas. Any country which upholds the flag of anti-imperialism is required to such patterns. One of these concepts is the resistive economy. According to international organizations and unions' reports (such as BIMCO), about 89 percent of world trade is done through the sea [2]. Hence, the concept of maritime transportation, due to the specific

situation of our country, has long been a special opportunity and a strategic superior position in the heart of Asia and the connection way of Asia's East to the Europe. Marine authority has been one of the most common features of political and economic powers in the world's history and is as a consequence of strength of world powers in the marine filed includes scientific-industrial-commercial and martial aspects. These cases could be obtained by development of marine industry and so the country will convert to a powerful country in the international arena. Iran's maritime transportation industry has been under unprecedented and most outrageous sanctions imposed by the US and its allies in the past few years and even the country has not been spared from the bite of sanctions with various excuses. These issues emphasize on the importance of the role of transportation in country's economy and on the other hand show the emphasis and the significant role of maritime transportation sector in the national economy and focused on greater attention to this subject.

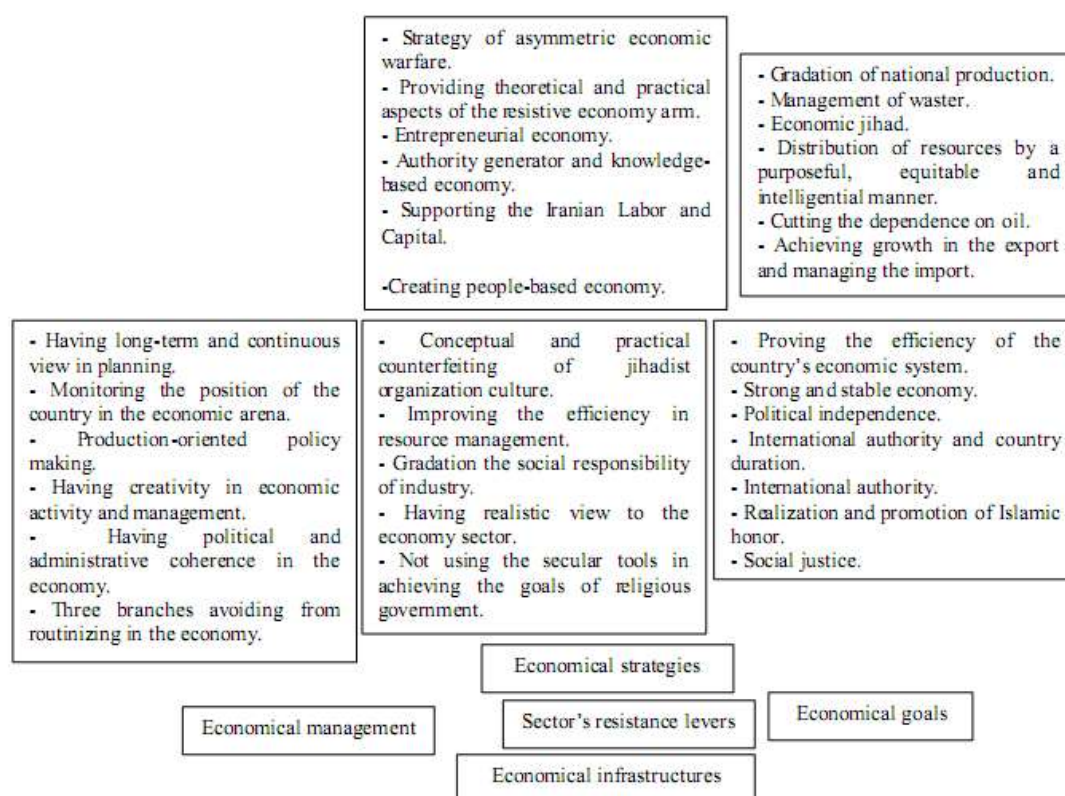
Resistive economy and role of organization in their fulfillment

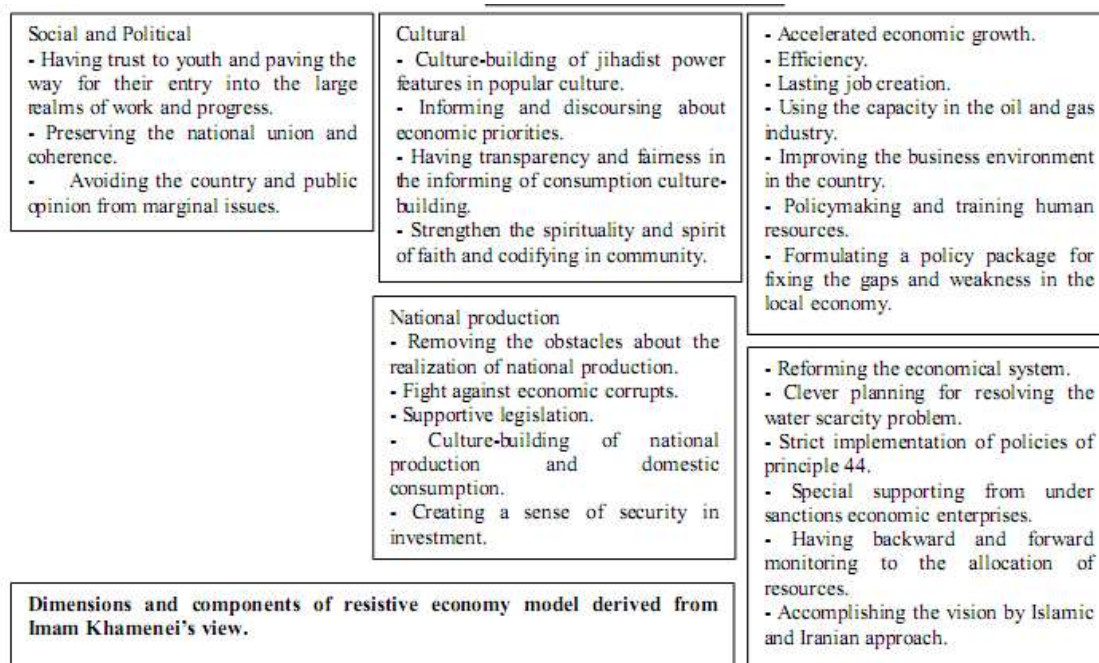
The resistive economy has been introduced for the first by Imam Khamenei in a meeting with a group of entrepreneurs of country in 2010, and then has been emphasized in several speeches. Resistive economy is defined as being ready to resist the conspiracies and plans of other countries in the time that trade and international exchange is forbidden for that country. So the resistive economy will be the only transducer of sanctions into opportunities. There are many definitions and opinions about resistive economy which each of them emphasize on a certain aspect. And the emphasis is on the views of Imam Khamenei there. In the view of Imam Khamenei the resistive economy is that the economic growth of country maintained in it and the vulnerability of the country reduces. This means the economic situation be in a manner that endure less damage in front of enemies' tricks which is constant and in various forms [3].

Dimensions and Components of resistive economy

Torabzadeh *et al.*[4] have exploited the conceptual model of Imam Khamenei's talks about dimensions, features and commitments of resistive

economy by evaluation the talks and using the grounded theory method. As shown in this model below, the most important element in the orientation of activities in resistive economy is the economic objectives. And all of the economical factors must act based upon these purposes. Achieving social justice, obtaining international authority and survival of the country, proof the efficiency of Islamic and religious system, international authority and etc are the most important subjective in resistive economy. Getting success about these goals is affected directly by revision in the prioritizing and economic management system and is influenced indirectly and strongly by infrastructures that should be considered before planning. These infrastructures are not only related to the economical aspects and may have cultural and political prospects. On the other hand it should be noted that achieving to the economic objects which are long-term aims needed to doctrine and macro-level strategies that support the process of achieving the target in an ideological manner and caused to fulfill it in a specific framework. Cutting the dependence to oil- asymmetric, economic struggle, are these doctrine. Resistive economy means the country has an economical system that growing in it can be maintained and reduces vulnerability.





Achieving the goals of resistive economy needs to an incentive engine which has enough ability to create the motivation in all three branches of government and their sub-systems and the role of elites and organizations should have particular importance in this area [4].

Marine human resources and resistive economy

Iran's 1404 vision of economical plans presented by Imam Khamenei has outlined a 5-year target program for Islamic Republic of Iran and the role it should take in the region. It is obvious that according to these goals, providing human resources, specialist staff and the factors affecting the development of maritime transport industry should be considered. Otherwise, paying lack attention to this subject will encounter us with a crisis about providing human resources in the maritime sector and marine transport industry. Consideration and using of these resistive economy politics along with upholding its principles and components is important. One of the most important subjects about marine transport field of resistive economy is the human resources.

The importance of human resources in the economic growth

Denison studies about America's economic growth shows that the economic growth is depended on these four major resources: 1- physical capital, 2- human capital, 3- technological resources, and 4- improving the performance. Denison was shown that about 30 percent of America's economic growth from 1930 to 1960 has been due to workforce increasing.

Mahmoud Tavassoli's study about manpower quota has shown about 1 percent enhancement in physical capital can increase the added value to 1.5 percent and about 1 percent enhancement in non-specialist manpower can increase the added value to 1.6 percent. Where, 1 percent enhancement in the education of specialist manpower can increase the added value to 8.9 percent. Human capital is the knowledge, skill, innovation and latent motivation in people. Frederic Harrison defined the concept of human capital as: human capital is the formation and enhancement process of the number of people who have enough experience and technical and educational skills and their presence is essential for the country's development. Development of technology is one of economic, social, cultural and political development axes of countries and human resources are the most important factor of technology development and human resources development should be a top priority for small and large countries.

Human resources are the master key of resistive economy strategy. Because of the great role of human resources in industrial system moving as its' operating leverage, these resources are considered as the maintaining and improving factor of other capitals and an organization's capital in addition to being the main wealth of a series.

Seafarers human resources development, today's need, tomorrow's necessity.

The human resources subject has an important and special strategic role, especially in the marine industry of country. The marine industry is thoroughly a professional industry and expert manpower is the most

important factor in it. All of the shipping arenas activists are now aware of the fact that the global shortage of seafarers (especially in the officer rank) has reached to an alarming level and has converted to a serious concern for all those are associated with the maritime industry. But According to IMO, a great number of educated, experienced and qualified seafarer will be required for conducting the new and existing ships. Now the effects of significant growth in international trade on the marine transport has appears as the lack of sailor human resources. This risk lend to the international community and all those who work in technical, patronage and offshore sectors. If you look a little more closely to this object you will realize that it would have little dimensions in the future and also would obtain qualitative dimensions. If the minimum crew required to send a ship to sea couldn't achieve to quorum, it will be evidence that the vessels will not be able to leave the ports [9]. As the oldest and most extensive professional career in the world, sailing has not enough charm nowadays. Although the shipping industry is expanding, but there is not enough sailor to respond the needs of this industry. In fact, there is no enough incentive for everyone to inter in the maritime industry.

Why young people do not like to choose the shipping and maritime industry as their job or career?

1. Occupational risks:- Initial education needs too cost.
 - The threat of piracy and terrorist acts.
 - Reduction of efficiency due to bad weather conditions and sunstroke.- Shortage of manpower and existence of a high density of work in the ship.- The lack of growth in job which it's maximum is master and chief engineer- vertical promotion is not possible.- Jobs limitation on the beach- the person cannot stay at sea for his lifetime.- Inability to undertake technical progress.- The continuing evolution of training needs. The sailor should pass the evaluation courses in the appropriate time and prestigious institutes approved by the PMO to keep his job.

2. Personal problems: - Being away from family. - The health is at risk because of work stress.
 - Lack of access to fresh food. - Lack of facilities and etc. - Inadequacy of medical treatment in the ships which would endanger the seafarers' health. - Loneliness and boredom. - The cargo quick discharging and redeployment to sea without any rest in the harbor.- The inadequacy of the salaries.

3. Social problems: - Being isolated (not known in the community).- Being unable to connect with the community. - Misconception of society to a sailor as an employee with a high salary.

4. Legal problems:- Pollution. - Maritime accidents.

And the existence of other job opportunities in the drought suppresses the young officers from joining to commercial shipping lanes [5].

It should not be thought that in the national dimension, this challenge is related to beyond of our country's border and is irrelevant to us. Maritime industry is an international industry in its essence and the commercial and oily shipping fleet of any country is a part of the total maritime transport in the international waters. Working conditions has the same features everywhere. Although the severity of these concerns is less for us, but if we do not find a solution today, it would not be too last to see the waiting ships in our ports which there is no helmsman in them. Providing enough manpower in domestic and international dimensions should be one of our important concerns. So it is important to think about providing domestic and international human resources from now and create a unique opportunity from the context of this threat and the risk of manpower shortage at the international level for developing and deploying forces to global markets. As mentioned, the maritime job has not enough charm and incentives. Decision-makers and authorities in the maritime field should increase the appeal of the job with regard to the dimensions and components of resistive economy and stimulus legislation.

Human resources management on the maritime industry.

Human resources management in the maritime industry is a concern that nowadays the maritime transport experts and officials present a solution similar to the challenge of reduction of sailors and supply of skilled manpower and maritime officer for it. Investment in human resources and improving the quality of the labor force is one of the main areas and ways to increase the productivity and accelerate the economic growth of the society. The prerequisite of improving the country to the first grade as an economic power in the region is having expert, skilled, motivated and fresh manpower.

Human resources management strategies in the attraction and retention of sailor human resources field according to resistive economy components

Achieving to development and the expected position according to 1404 vision requires a lot of skilled manpower. The solution lies in absorbing training forces and hided under the legal requirement. Opportunities and advantages must be created that young people being attracted to this market and become interested in to it.

For the attractiveness of the maritime career

If you are looking to create the maritime career attractiveness among the young and teenager peoples,

you must first affect the families. This appeal comes on when on the side of the young people want to study in various disciplines; maritime fields also become one of the main priorities of their choice. This charm cannot create unless from childhood in the mind of children and toddlers, sailor be considered as a pattern.

In textbooks, magazines, movies, television series and even documentaries shown by public media, the sea and sailing should be special and the various aspects of this career should be mentioned. For creating charm, the maritime culture should be symbolized in the country. For attracting talent, the image of maritime industry must be improved. Maritime industry should identify the persuasion arenas of staff who works in other sectors that are somewhat connected with the shipping industry to join the industry.

Outside the maritime industry, the public at a large scale do not know the vital role that shipping plays in their life. Custodians of maritime arena and the ship owners and owners of shipping lines must think about the consequences of negative pressure of work and create unique opportunities to attract and retain the sailor human resources.

Familiarizing the young people with sailing career

About the next group of the sailors that will be the youth and adolescents of this country, we should start from today in their schools and high schools. Various approaches such as:

- 1- Organizing marine conferences on youth and adolescents with their own efforts.
- 2- Forming marine committee of youth and adolescents in schools and high schools with the participation of seafarers can prepare the groundwork for a big move to introduce the sea and marine business to youth and adolescents. Only by providing the necessary conditions it can be possible to motivate the loves and hopes of country's future.

The incentive system planning

From the attraction time of a student to become the master or chief engineer about 15 year is required. Due to high cost for improving the efficiency of human wealth, in order to maintain and further effectiveness of this wealth and not leaving the maritime fleet:

- It is possible to present the sailors future transparent view definition, which this issue is related to special collections, shipping companies, governmental and non-governmental agencies, and Parliament's efforts. And multilateral support of the government also guarantees its implementation.

The incentive system must be planned for the work. For example, a person who works for 7 year in

the sailing career will be exempt from military service. These cases must be review and legitimate and its' legal requirements should be provide and approve so that some advantages and opportunities become provide for attraction and training and employing new and young forces in the maritime transport sector of the country.

If the country does not provide enough motivation and attraction for sailors, and the employer has not enough welfare compared to international market, as he is a force that work in the international arena and can see the international charm, he should escape from domestic market. In this condition, some people may stay because their interest about their country, homeland, and family, but if the conditions be harder, he should leave his country. Hence the international market should be looked to plan for the welfare of these forces. So, planning in the incentive system is important in the first instance.

- Creating a path for human resources' achieving to development and step by step progress can encourage them to develop their abilities and contribute to the creation of a manufacturer competing. Creating various mechanisms for hearing the human resources' talks and meet their individual problem and even trying to solve their family's problems is not only posed as cost and waste of time, but also it will increase the staff's interest and commitment toward that collection and it's management and will increase the organizational loyalty among them.

- As a strategy and for reducing the costs and increasing the profits, staff's wages reduction may be useful in making positive the accounting indicators in critical positions but ultimately leads to loss of productivity indicators in companies and create despair and hopelessness in any collection. If the manager of a collection (at the time that a sense of danger feel for its future) trust his employees and share the issues with them transparently, he surely can use their consultation and assistance and can add new ideas to the system so that eventually it will not be required to adjust the human resources and the negative reaction of employees will be avoided. All of these mechanisms will help to increase labor productivity in the collection and so the staff's trust can guarantee the survival of a business.

The difference in wage is negligible on land and sea

The available opportunities in the land are more structured nowadays and their progress approach is clear than sea. And even for those who lives on the sea, their promotion is under constant and fixed stages. Meanwhile, if the sailor someday decides to work on the land, he must start from zero. Having a program for

the transition to land after a certain time of activity in the sea can have a positive impact.

Salary

The amount of salary still has a certain charm among Iranian people. There is a difference between Iranian and foreign sailor, while claiming that Iranian personnel are much higher than foreign workers in terms of expertise and working conscience. This attitude has caused that no one of Iranian personnel do not tend to attract in the maritime staff.

From the sailors view, paying attention to what matters can lead to maintaining them on the maritime industry?

Equalization of Iranian seafarers' salary by foreign seafarers

Existence of the feel that Iranian sailors' salary is not equal to their counterpart who works in the other country's fleets has caused that the equalization of Iranian sailors' salary by foreign sailors' salary being detected as the forth priority from the factors affecting the job motivation among 20 variable [6]. In this area, Iranian shipping companies' administrative systems calculate the additional costs (legal obligations) that are not directly spent by the company for sailors, and accordingly state the claim of equalization of salary with foreign sailors. But from the seafarer's view, because of the legal obligation of employers has no effect on their cash, it cannot be claimed that this payment can balance the Iranian sailor's salary by other countries sailor's salary.

In general, it is a true fact that there is a crucial difference between Iranian sailors incoming with foreign seafarers' salary. And Iranian sailors being separated from their career society and joined to other countries' fleets are evidence for this true. Also the incoming of non-Iranian sailors who work on the Iranian ships is the witness of this difference. It is suggested that by using a scientific and valid method, a professional work be done in order to it be clear that the total money (including training) that is costs for a sailor (according to a sailor's occupational safety in Iran's shipping companies system in compare with other countries governing system) (lack of occupational safety- existence of exorbitant fees for sailor's training that the sailor should pay) is how much? If the salary is in the balance with foreign sailor's salary, it should be informed to sailors using appropriate methods and so the misunderstanding will be corrected, but if the differences be determined, appropriate strategies according to organization and country conditions must be implemented to accordance the salary.

The possibility of sailing qualifications equalization by university degrees

With regard to training courses and different skills that in accordance with international standards (STCW) and occupational needs are passed by sailors, it is recommended that seafarers' qualifications be pursued from the ministry of science and research. With regard to Iran's government approach in the development of workmanship organization and the role of university of applied science and technology in this regard, it recommended that all of the supplementary and skill-based courses be designed in single module form and in the form of university system with coordination of PMO and university of applied science and technology. If this recommendation be done, the seafarers can be graduated in a higher college degree by the means of passing these skill-based modules and also can cover their employment needs according to international and corporative laws [7]. Unfortunately, so far, despite follow up and joint meetings of PMO with members of parliament and the ministry of science, equating academic degree for maritime senior officers which are passed about 2500 hours courses according to international standards and under the PMO's view in the country has not achieved to any outcome. But it has not done any work for coordinating the courses by higher education for new entries to the maritime industry system to at least limit the scope of the problem and gradually equating approaches also are implemented.

Implementation of MLC 2006 convention

In August 2013, a new chapter began for international shipping. In this day, the MLC convention (consolidated maritime labor convention (2006)) adopted by the international labor organization was implemented. The program of convention is to raise standards, improve quality, and encourage seafarers and ship owners in different areas to compete in quality improvement. This convention which is introduced as a landmark in the history of world's maritime industry by the secretary general of the international labor organization is properly the first big step in the maritime society.

Perhaps the changes that the maritime labor convention will create concluding improving the sailors' working and living conditions, and creating a healthy competition between ship owners and maritime operator companies be considered very preliminary compared with other maritime industries standards in the world.

The solutions of this convention on maritime standards are: promising to create safe working environment for seafarers and improving the competitive environment for ship owners. Promoting the maritime industry space and presenting high quality maritime services to businessmen and operator

companies in ports. In addition, the convention has collected about 60 convention and previous recommendations of ILO and then has reviewed them. Seafarers living and welfare issues are ranged in a degree of importance that are mentions as the forth pillar of maritime important conventions in the side of SOLAS, MARPOL, and STCW conventions. At this stages, supporting these conventions become very important.

- Implementation of these actions is necessary for boosting the maritime industry and creating a safe and stable space for this global industry.

Marine education as the core of the formation of resistive economy needs government attention and special support.

Measures taken in maritime education by the Ministry of science and Ministry of education for providing the country's maritime transportation required human resources and realization of principle 30 of the constitution in time of war that the country was accost shortage of manpower was the educating and making Iranian the maritime personnel. Even the government was carried out some protections including principle 9 of military service and exemption of maritime students from military service and investment in maritime education sector. Recently we have seen inconsistencies in some areas of these subjects. Principal 9 of military service enacted in 1984 that helped to solve the educational problems of young people and increased their motivation for entering in the maritime career has been unfortunately stopped and has not been yet implemented despite frequent follow up. The actions taken in marine education and training of seafarers needed for country's fleet is not sufficient and the government should give more support in this area. Let us to not forgot the maritime training due to high cost of purchase, installation and maintenance, simulations and practical courses implementation including specialized training is an expensive education and requires full support of the government. Existence of these high costs is present in any country which train and supply sailor manpower and is a global problem that is added to its issues day to day. That is why we face a severe shortage of manpower works on the sea in the international level.

In our country, the educational expenses for a four-year deck engineering or ship engineering course may be about 40 or 50 million tomans which paying this fee for an undergraduate degree course is not possible for Iranian families and independent educational institutes.

Another problem for training procedure of a sailor is lack of facilities and necessary coordination for

training the non-scholarship graduated personnel in the country. The exemption issue of mariners and maritime students from military service as well as passing training courses on standard vessels are still the concerns of maritime sector of the country.

In the basic education which related to universities the cooperation between ministry of science and PMO should improve and the education in universities corrected in order to adapt to international standards. And so the need for re-training of seafarers in some subjects after graduation will resolve.

By coordination and implementation of the points that were mentioned, the issue of resistive economy's infrastructures in the maritime education sector will be create. The results of these efforts are not only keeping sufficient and qualified human resources for the country's merchant fleet but also it can be possible to send the surplus manpower to other countries. While the link between universities and research centers with the maritime organizations should be improved according to resistive economy components.

How the valuable achievements during the sanctions can be used in resistive economy politics?

Perhaps one of the biggest lessons or blessings or great achievements of recent sanctions for the country and especially its marine community being the fact that in the new economic battle fields of the world, the maritime trade as the economy pulse of the country will be targeted first. In the past, the attack against ships and ports were carried out by military means, but today it was proved that the sanctions are effective and much less costly. On the other hand it has been clear that the private sector is far less vulnerable against such sanctions because of its natural immunity. For this reason, more and faster privatization of country's merchant fleet and even marine equipment and facilities can extend this natural immunity to the most basic tools of the economy.

Preservation and promotion of domestic classification societies' ranking according to resistive economy components

Classification societies have standards and rules that shipbuilding companies, marine equipment manufacturers and marine equipment repairers are required to follow them till the built floating can be placed on the category of that institution. In the editing of classification rules, all the international maritime safety standards are considered in order to the built floating made with complete safety.

The performance of classification societies after issuing the certificate is accompanied with

inspection and controlling the ship condition in the classification course. The classification society becomes sure about the technical and safety condition of ship by the means of performing periodic inspection from maintenance and reparation condition of the ship and using specialized knowledge about suitability of the technical and safety condition of the ship. A necessary condition for insuring a ship and its' merchandises is being insure about the security state of the vessel for sailing. Therefore existence of some branches of these insurance organizations which are responsible for inspection and classification of vessels (entitled classification society) is one of the first requirements for being present in the international maritime transport. Due to limitations in the world's ports and insurance problems and other issues for being present in the global markets, shipping companies are forced to use the IACS's services. And shipping companies have used these societies' services before sanctions. But with the starting of sanctions, the foreign classification societies were pressured by their government and were stopped their cooperation with our shipping companies.

Since before imposition of sanctions and before leaving of foreign classification societies, domestic classification societies was often focused on small ships and in some cases, have not enough experience on matters relating to ocean-going ships classification and on the other hand, the foreign institute activities was not limited in Iran, domestic classification societies was confronted by many issues at first but gradually overcome some of the problems and became able to supply the minimum needs of shipping companies to keep them active. But now that the sanctions are removed, foreign classification societies according to their interests would have a good market in Iran and will return to Iran's market soon.

There are different opinions about the presence and activities of foreign classification societies after sanctions in our country. Some experts believe that can we deliver easily the future and the national fleet's capital to foreign classification societies? Somebody who had preferred their political interests to ships' and their crew's safety maintaining and suddenly had stopped their activity in the country by making the subject political. Should foreign classification societies that were forced by their government to leave Iran, treat as in the past? But some experts believe that after removing of sanctions and after reaching to readiness to participate in the global markets as well as between 2000 and 2010 and according to international markets needs and conditions, it should be necessary for shipping companies to obtain the ships classification certificate from an IACS classification institute's member. Actually in addition to obtaining insurance coverage of P&I, having and presenting the certificates

and degrees of an IACS member class is also required. Hence for being present in the global markets, the needs and tools which are required for earning money from the markets must be prepared and we should allowed these societies to enter in Iran's market.

It seems that the foreign classification societies' services must be use in a limited way or enter into a partnership with them. So if some problems happen again in future, not only that societies' knowledge, experience and new technology transmitted to domestic societies from this way, but also domestic societies be able to continue in their absence and not suddenly faced with a huge gap. Classification societies do all of activities (including issuing the certificate for ships) on behalf of the PMO and with the permission of this organization. As a result, the PMO in the time of issuance of these certificates should consider something that the societies do not stop their activities in the country in times of emergency and conditions such as sanctions easily and PMO should terminate the returning process of foreign societies to cooperation with Iranian's classification societies. Also the domestic societies use these collaborations and their technical knowledge to develop their ability to work. To take full advantage of the capacity of the domestic classification societies, these societies should be able to join to LACS [8]. Domestic classification societies never will operate in the world without any strong support from the government. Domestic classification societies should take true measures and improve their standards level using regulations of PMO to remove the barriers about joining to IASC and could well take advantage of this huge market. There is no doubt that if the domestic classification societies become the member of IASC, there is no need to foreign classification societies. As well as in domestic classification societies the researches actually increase. The provided services' quality approached to international standards and the societies must adapt to recognized international codes of societies. It should also be noted that any development which concluded from preventing the entry of formidable competitors to the competition field will not be sustainable in any way.

Keeping on to support the empowerment of national insurance clubs

One of the topics about shipping fleet sanction was the problem of not insuring the Iranian ships by the international foreign insurers. While P&I Islamic club with 10 year of experience and as the first club of P&I could help the country's fleet. But the sponsored and compensation of Kish insurance club that just has a few years old, was been able to help this sector with bare hand and provide the conditions for Iranian ships movement in the international seas. In fact, delivering the club to the current status was done by working

constantly and the club needs to close cooperation and support of institutes such as banks and central insurance in order to achieve the objects and obtain the place par with recognized insurers in the world and also should have the ability to issue and pay the damages and compensation in the abroad. Maritime organs of country should learn and obtain experience from the recent events and new phenomenon in international relations and apply them closely. We should have learned that the sea and maritime activities have rather effects in our national destiny than we were imagined and therefore we should pay more attention to it. It is better to build capacity so that any sanction will be able to affect us. And by using the different experiences of sanction times, the opportunities and threats can be identify and use in new policymaking and move based on a change plan and strategy. Special committee at the highest level of government should be create in order to approve strategies to repel the sanctions with partnership of country's maritime authorities and with regard to resistive economy's politic.

CONCLUSION

According to the subject that the sixth development plan is programmed in current year and also with regard to resistive economy's components, and with regard to the obtained experiences about national economy processes which has gained in previous years, a fundamental review is needed for programming this plans to remove the previous plan's bugs and problems in the new program and thus the sixth development plan will convert to a law and road map for developing countries.

- Reviewing and identifying the previous plan's gaps must be carried out by the relevant and active organizations in the field of economics and the sea. And the new program should be prepared by a broader look to the sea-based economy. While reforming the procedures and governmental supports in an institutional and legal form should be considered.

- The mutual recognition between parliament's members and maritime experts should improved to help them to identify their capacities exactly and with continuity of the cooperation between these two groups, the maritime sector's potentials will convert to actual capacities.

- Comprehensive programs and strategies about maritime human resources preparation should be prepared in the maritime sector so that not only the country does not require to other countries in human resources supplying, but also the severe shortage of manpower in other countries be solved at the global level.

- It should be noted that the capable manpower was the persons who have the ability to pass the sanctions in the marine transportation industry with tact and the lowest vulnerability and existence of these manpower, schematizations and the obtained experiences from war-time were the factors that was help to make Iranian the manpower of this industry. And for the future according to components of resistive economy, this procedure should be continued and this will be achieved by existence of coordination and collaboration between all relevant institutes and agencies in this matter.

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