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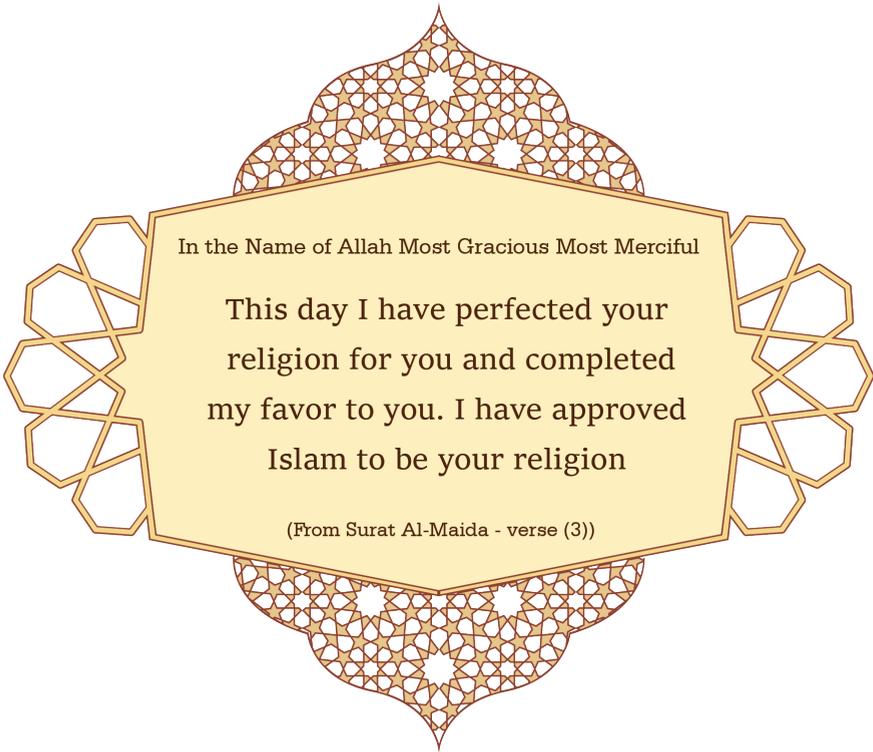
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In the Name of Allah Most Gracious Most Merciful

This day I have perfected your
religion for you and completed
my favor to you. I have approved
Islam to be your religion

(From Surat Al-Maida - verse (3))

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Basrah Heritage Quarterly Journal receives original research papers under the provisions below:

1. The paper should cope with the interests and goals of the Journal (Basrah Heritage issues).
2. Research papers or studies to be published should be strictly written in line with the globally agreed-on standards.
3. The research paper presented should never have been published before, or submitted to any means of publication.
4. The ideas contained in the research paper manifest the viewpoints of the researchers themselves; it is not necessary that they reflect the general policy of the Journal.
5. The research papers arrangement is subject to technical priorities.
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8. The Journal has the right for publication, typing, paper and electronic distribution. This should be an obligation signed by the author himself. No other body has the right to republish any published research paper in the Journal or translate it and publish it without written permission of the author and Editor-in-Chief.

9. Research papers are subjected to confidential revision to secure their suitability for publication. No research papers would be returned to researchers, whether they are accepted or not. The publication procedures are as follows:

a. The researcher should be notified of the reception of his/her research paper within maximally two weeks after receiving the paper.

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c. The papers to be rephrased or modified, before publication, would be sent back to the respective researchers together with the notes to be prepared for final publication

d. The researchers whose research papers are not

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f. The researcher whose research paper is published in the Journal would be granted a copy of the journal, together with a financial reward.

10. The respective researcher should not request the Editorial Board not to publish his/her paper, especially if it is approved. This can happen otherwise in cases where the Editorial Board is content with the wherefores given, and within two weeks of receiving the paper.

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b. The date of receiving the research paper concerned by the Editor-in-Chief of the Journal.

c. The date of submitting the research papers after carrying out the required modifications. The research paper presented should never have been published before, or submitted to any means of publication.

d. Diversifying research papers topics as much as possible.

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3. The author should grant exclusive rights for the Journal including publication, paper and electronic distribution, storage and retrieval of the research paper.

4. The paper should be printed on (A4). Three copies and a (CD) having ,approximately, 5000 - 10000 words using simplified Arabic or Times New Roman font and in pagination should be delivered to the Journal Editor in Chief.

5. An abstract in Arabic or English of no more than 350 words, with the research title, should be delivered with the paper.

6. The front page should have the title, the name of the researcher/researchers, occupation, address, telephone number and email. Name(s) of the researcher / researchers in the text itself should be avoided.

7. Notes should be documented and placed at the end of the research paper, adhering to the scholarly scientific procedures in vogue including the title of the book and page number.

8. Arrangement and order of sources used should be carried out according to the well-known world style sheets such as MLA, IEEE Harvard or Vancouver, Chicago, or APA.

9. The paper should be supplemented with a bibliography of the sources used separate from endnotes. In the case of having foreign sources, there should be a bibliography apart from the Arabic one. The books and research papers should be ordered alphabetically.

10. All tables, pictures, graphs, and charts should be printed on separate sheets. There should be reference to their sources(s) below the table or other forms, together with their locations in the text.

11. The curriculum vitae of the researcher should be attached in case the researcher contributes to the Journal for the first time. It is necessary to show whether the research paper was submitted to a conference or a symposium for publication or not. There should be an indication to the

sponsor of the project, scientific or nonscientific, if any.

12. Research papers should be emailed to the Center's official email "Basrah@alkafeel.net" or submitted directly to the Center's main office (Location: Basrah Heritage Center, Syd 'Amin Street, Al Buradieia, Basrah, IRAQ .

Evaluator's Guide

1. The evaluator should make sure that the research paper is within his own academic specialty .

2. The evaluation should be undertaken according to the objective and scientific methodology. It should not be influenced whatsoever by any personal prejudices or viewpoints.

3. The evaluator should seek to explore the originality of the research paper and its suitability for publication.

4. The evaluator should ascertain that the research paper submitted harmonizes with the general aim of the Journal and its policy in publication.

5. The abstract should clearly express the main idea and material of the research paper.

6. Evaluation of the research paper should be carried out

within 10 days.

7. If plagiarism is diagnosed, in full or partly, then reference will be made on the text accordingly.

8. The evaluation form sent with the research paper should be filled in full, together with the result of the evaluation.

9. The evaluator's remarks and recommendations are of prime importance in accepting the paper or refusing it. In case of any major or minor remarks, a written report should be supplemented by the evaluator, together with spotting these remarks on the text of the paper.

10. The evaluator's remarks, together with the paper itself, are sent to the main office of Basrah Heritage Center, or emailed using the Center's official email (See point 12 of the Researcher's Guide).

Opening Address

Studying local heritage is considered to be a pivotal factor in constructing the historical and cultural consciousness of societies. As such, cities are but living entities based on accumulated human experiences which are manifested in cultural practices, achievements in the field of knowledge, together with the social and spiritual systems.

In this context, our Basrah Heritage Journal exerts no effort to highlight various aspects of Basrah rich and deeply-rooted heritage, replete with the manifold components of Basrah where religious studies, aesthetics of language and literature and historical perspectives mingle together. This Number of the refereed Journal includes a number of rigorous research papers that have dealt with Basrah heritage from various angles. The religious studies section includes three research papers. The first study addresses the recounts of the religious scholar Aban bin Othman Al-Basri, one of the prominent companions of Imam Ja'far Al-Sadeq. The study sheds light on the impact of recounts

on understanding the Holy Qur'an. The second study is devoted to a part of the works of the Immami religious scholar Sheikh Mufleh Al-Saimery, one of the scholars of the Ninth Century of Hijra. The study seeks to analyze his approach with regard to religious discretion and inference. The third study deals with one sample of Imam Sadeq's intellectual and scholastic mechanisms of communication, together with his contemporary intellectual doctrines and tendencies. The study also analyzes the decennial debates with Umr bin Ubaid, one of the outstanding figures of Mu'tazila (reclusion) doctrine in Basrah.

The second group of research papers focuses on literature and history. One study is about Al-Khaleel bin Ahmad Al-Faraheedy's prosody. The study projects the opinions of scholars and critics who have reexamined Al-Faraheedy's prosody. The other study aims at surveying the linguistic aspects of a poet from Basrah. A critical and aesthetic approach has been adopted to analyze the poems linguistically.

The historical research papers deal with the history Of Basrah from knowledgeable and economic aspects. The first study approaches the procedures undertaken by the Wali (ruler) of Basrah Othman bin Hunaif in facing the followers of the Camel Battle, opponents of Imam Ali bin abi Taleb (36 of Hijra). The study highlights the political and administrative dimensions of the Wali's attitude towards the very serious strife that threatened then the Islamic state. The other study seeks to gather what is left of Al-Sajy Al-Basri's book History of Basrah. The texts collected have revealed important historical and geographic descriptions of Basrah covering various aspects. The other study tackles the role of the Basrah scholar Al-Hassan bin Al-Haytham in the history of the Fatimmate State. It hints at his contributions in philosophy, geometry, mathematics, astronomy and other fields, shedding light on his influence on scientific domains in the Fatimmate State and the Islamic world at that time.

In addition to that, there are two studies on the economic aspects in Basrah. The first is on the economic conditions of

Basrah in the second decade of last Century. The second (in English) deals with Basrah Internal and external trade at the beginning of the 1960s.

To conclude, such a variation of subjects reflects the richness of Basrah heritage and the significance of undertaking more research on it.

- Editor-in-Chief

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Basra Internal and External Trade

(1969 - 1975)

التجارة الداخليّة والخارجيّة للبصرة

(١٩٦٩-١٩٧٥)

Assistant Lecturer Rafal H. Khammas Al-Zaidy

Center of Basra and Arab Gulf Studies, University of

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م.م. رفل هشام خماس الزيديّ

مركز دراسات البصرة والخليج العربي / جامعة البصرة

Abstract

The Iraqi Government paid special attention to developing the economic sector being the main means for bringing about change in the political and social structures. This sector helped in developing the country in all aspects of life. It, for instance, helped the country to rid itself of the foreign monopolist companies through nationalizing oil which was then run by Basra Oil Company. Iraq's economy was thereafter enhanced by imports and exports of oil and non-oil products and goods via commercial relations with Arab and foreign countries. The developing trade contributed to a better standard of living for Iraqi people and an increasing purchasing power of foodstuff and other materials.

KEY WORDS: Basrah Trade; Economic Sector; Political and Social Structures; Oil Companies; Oil Nationalization.

مُلخَصُ البَحْثِ

أولت الحكومة العراقية اهتماماً خاصاً بتطوير القطاع الاقتصادي بوصفه الوسيلة الرئيسة لإحداث تغيير في الهياكل السياسية والاجتماعية، وساعد هذا القطاع في تطوير البلاد في جميع جوانب الحياة، فعلى سبيل المثال، ساعد البلاد على التخلص من الشركات الاحتكارية الأجنبية، من خلال تأمين النفط الذي كانت تديره آنذاك شركة نفط البصرة. ومن ثم تعزز الاقتصاد العراقي عبر استيراد المنتجات والسلع النفطية وغير النفطية وتصديرها، وتنمية العلاقات التجارية مع الدول العربية والأجنبية، إذ ساهمت التجارة النامية في تحسين مستوى معيشة الشعب العراقي، وزيادة القدرة الشرائية للمواد الغذائية وغيرها من المواد.

الكلمات المفتاحية: تجارة البصرة؛ القطاع الاقتصادي؛ البنيات السياسية والاجتماعية؛ شركات النفط؛ تأمين النفط.

1. Introduction

Basra governorate has witnessed, since 1969, a noticeable development in both imports and exports through its oil and non-oil ports. These ports contributed considerably to the economic development of the city and Iraq at large. The oil ports include Grand Fao Port, Mina' Al-Bakr Oil Terminal, and Deep Sea Oil Terminal. Other ports are Ma'qil Port, Um Qasr Port and Abu Floos Port.

At that time, Iraq was not politically stable due to the political and military coups. Yet, this situation did not last for a long time. The Iraqi government then tended to nationalize oil, ending therefore the presence of foreign oil companies in the country. This was followed by setting up economic relations with Arab and foreign countries where Iraq's relations with the international markets prospered through Iraqi ports.

2. Commercial Policy

Basra authorities attached due economic and strategic importance to its ports. After 1968, a policy was drawn by

the Iraqi government to reform the economic sector in the country especially in Basra including attracting foreign investments⁽¹⁾. The Iraqi economic sector contributed a lot to upgrade the Iraqi ports (about 8.5% specifically to Basra) due to the significance of Shatt Al-Arab⁽²⁾, being the most important river in the area for navigation⁽³⁾.

On April 15, 1969, the Iraqi government called for the Iranian ambassador in Baghdad to have talks on Shatt Al-Arab-- a topic of dispute between the two countries. Basra authorities, working with the Iraqi Ports Authority, proposed a navigational project related to Shatt Al-Arab. The recommendations were conveyed to the Ministry of Planning (Baghdad) where the committee concerned, later on, surveyed the area extending between Basra and Iran especially water level⁽⁴⁾.

In 1970, Iraqi ports witnessed unprecedented development, not only in operations and the increasing number of commercial ships, but also through the new role they have played to promote economic development. Basra governorate has concluded a contract with a Russian

company to purchase a number of commercial ships to advance the Iraqi commercial fleet which connected Iraq with northern Europe and England through the Arab Gulf ⁽⁵⁾.

The commercial ships using Iraqi ports increased into 143 during 1971-1972, amounting to 3% of the total number of ships using international ports. After oil nationalization in Iraq in 1973, the revenues of Basra Treasury increased noticeably, together with an increasing number of commercial vessels⁽⁶⁾.

The Iraqi government concluded a contract in 1973 with a German company to build up commercial ships with a capacity of 30.250 thousand tons. Basra then received a number of these ships such as Al-Khansa', Al-Idreesy and others. Later on, another contract was concluded with a Japanese company to build up ships with a capacity of 80.500 thousand tons where Basra received the following ships: Al-Faraby, Al-Kindy and Al-Razy. The Iraqi commercial fleet thus amounted to 14 vessels ⁽⁷⁾.

The year 1975 witnessed a development of the economic relations between the Iraqi government and most of the

European countries. Swiss Canal facilitated transportation between Iraq and Europe leading to lower costs, shorter distances and increasing foreign demand. The Iraqi ports, thus, played a strategic role in bolstering the Iraqi national economy, leading to an improvement of commercial relations with European countries especially France and Italy⁽⁸⁾.

3. Exports and Imports across Oil Ports

After nationalizing oil in Iraq in 1973, Basra governorate adopted a lucid approach regarding economic policy especially for oil. As a result, oil exports increased coupled with a rise in oil price. The state's policy preferred friendly and poor countries⁽⁹⁾. Oil statistics indicates that the cost of oil exports in 1969 amounted to 271.800 million Iraqi dinars. This constituted 92.5% of the overall exports. In 1971, the oil exports rose to 379.2 million Iraqi dinars, but in 1973, it decreased into 340 million dinars due to the aggravating conflicts with the foreign oil companies that led to nationalization. In 1974, the oil exports spiked into 1921.5

million Iraqi dinars because of the increasing amounts of exported oil following oil nationalization, besides the rise of the crude oil costs due to the Arab-Israeli war in 1973. Exports then rose into 2414.6 Iraqi million dinars⁽¹⁰⁾.

The Iraqi ports contributed considerably to backing up the economic activity in Iraq, considering that Basra connects Iraq with the outer world. The Iraqi government thus concluded an agreement in 1971 with IRAB Establishment to carry out a study on Al-Bakr Port project⁽¹¹⁾. The contract was signed on 5 October, 1973. The port was then operated in 1975 with an annual production capacity amounting to 80 million tons of oil that could be increased with the expansion of the Port. Accordingly, Basra governorate exported 50 -60 million barrels per annum⁽¹²⁾ during 1974 -1975 through Deep Water Port Terminal⁽¹³⁾. The oil exports through Fao Terminal amounted to 2.868.500 million Iraqi dinars in 1973⁽¹⁴⁾, while the quantities during 1974-1975 amounted to 3.335.770 million Iraqi dinars⁽¹⁵⁾. Yet, Iraqi oil exports decreased in 1974 to 32 million tons per annum due to the Arab-Israeli war. In 1975, however, oil exports

rose again to about 60 million tons per annum owing to the rise of oil prices in the international markets. Moreover, oil revenues helped to support the economic sector, promote foreign investments and upgrade the living standard in Iraq⁽¹⁶⁾.

The volume of oil imports has multiplied a number of times due primarily to the increase of exports and the revenues at large. In 1969, the imports amounted to 262.6%. The surplus in the balance of trade rose to 2202.5 million Iraqi dinars in 1975. The cost of exports of oil companies decreased during 1969-1972 owing to the companies' stance towards the political conditions at that time, besides the acute disputes over the distribution of revenues⁽¹⁷⁾.

After nationalizing oil in Iraq in 1973, more than 80% of foreign companies' shares, especially those of the U.S., Britain, and Holland increased their oil investments forming about 7.2 million Iraqi dinars in 1973. It then increased to 8.3 million dinars, and in 1974, they amounted to 7.8 million dinars. After that, the remaining shares were nationalized terminating thus the role of the foreign companies in Iraq.

4. Non-oil Commerce in Basra

4.1. The Commercial Situation

The year 1970 saw a noticeable development regarding non-oil imports. The Iraqi commercial ports have witnessed an important economic commercial development that led to political, economic and social developments. The government adopted a more flexible policy and encouraged the national commercial sector to contribute to the external trade. It also adopted an independent commercial policy away from international influences and polarization, and set up a harmonious relationship between foreign policy and external trade⁽¹⁸⁾.

On its part, the authorities in Basra sought to reform the commercial sector and to have full control on trade. A number of economic regulations therefore have been undertaken towards the commercial situation. They, for example, supported exporters and worked to keep foreign currency. The Iraqi government also expanded the commercial relations to create a new economic activity. These commercial relations had a positive effect on some

foreign countries especially Germany due to its positive attitude towards Arab affairs⁽¹⁹⁾. The imports to socialist countries have risen gradually for the period 1972-1973. Iraq has already imported commodities in 1969 amounting to 37.9 million Iraqi dinars⁽²⁰⁾.

During the 1970s, the Iraqi commercial policy paid due attention to commercial economic development with other countries, especially socialist countries. After the Iraqi economic development during 1973-1974, the government paid special attention to non-oil imports and exports across Iraqi ports. The revenues increased to 50 million Iraqi dinars in 1975⁽²¹⁾.

4.2. Non-Oil Exports and Imports

The Iraqi commercial ports witnessed broad economic developments. In 1969, Iraq exported seeds, dates and other goods that amounted annually to 390 thousand tons through Ma'qil Port⁽²²⁾. The exports through Um Qasr Port amounted to 250 thousand tons annually. This has been due to the open-trade policy with other countries. The annual imports during that same year amounted to 360

thousand tons through Ma'qil Port, while they amounted to 450 thousand tons through Um Qasr Port⁽²³⁾.

In 1970, the exports through Ma'qil Port decreased to 280 thousand tons per annum, and to 100 thousand tons through Um Qasr Port per annum. This has been prompted by the negotiations between Iraq and the foreign oil companies, and also Iraq's new commercial relations with some countries. The imports through the two ports for the same year amounted to 940 thousand tons per annum due to economic development⁽²⁴⁾. In 1971, Ma'qil Port exports amounted to 230 thousand tons per annum, while they reached 200 thousand tons through Um Qasr Port. This is attributed to the commercial exchange with other countries, Iraq's open trade with European markets, and the expansion of commercial relations with countries that had a positive stance towards Arab affairs. The imports, however, amounted to 2.130 thousand tons per annum through Ma'qil Port and to 10 thousand tons per annum through Um Qasr Port⁽²⁵⁾.

The Iraqi non-oil exports through Iraqi ports, including

dates, seeds and foodstuff, amounted to about 400 thousand tons per annum across Ma'qil Port and to 300 thousand tons across Um Qasr Port in 1972. On the other hand, the imports in 1972 amounted to about 900 thousand tons across Ma'qil Port and to 600 thousand tons per annum across Um Qasr Port. This has been influenced by Iraq's nationalization of oil and the cancellation of foreign companies contracts⁽²⁶⁾.

In 1973, the exports across Ma'qil Port amounted to about 240 thousand tons per annum, and to about 374 thousand tons per annum through Um Qasr Port. Iraq, during that year, has expanded its commercial ties following oil nationalization. In 1974, the exports across Ma'qil Port amounted to 530 thousand tons per annum, and to 340 tons per annum across Um Qasr Port. Such improvement has been impacted by the expanded commercial markets and Iraq's open trade with international markets with the aim of activating and supporting the national economy. The imports, on the other hand, amounted to 2700 thousand tons per annum across Ma'qil Port and to 1.757 thousand

tons per annum because of the local increasing demand on consumptive goods based on the rising standard of living and the increasing purchasing power of foodstuff⁽²⁷⁾.

Iraq's exports across Basra non-oil ports (1975) amounted to 1.440 thousand per annum through Ma'qil Port, and they amounted to 1.600 thousand tons per annum through Um Qasr Port. This has been caused by the developed economic and commercial relations with other countries, and also to the commercial agreements concluded with most socialist countries. The imports amounted to 2.375 thousand tons per annum across Ma'qil Port, and to 1.450 thousand tons per annum across Um Qasr Port. This has been prompted by the increasing population of Iraq, the rising standard of living and the increasing purchasing power⁽²⁸⁾.

It has been noticed, however, that the years 1969-1975 did not witness commercial activities regarding exports and imports through Abu Floos Port⁽²⁹⁾, being the smallest port that was established in 1974 due to the accumulation of goods⁽³⁰⁾.

In short, the Iraqi ports have played a strategic role through

operating with oil and non-oil products and goods. These ports have been influenced by political, economic and social factors. Basra, thus, played a pivotal role in stimulating economic development and international relations. It has, in fact, become the foundation for economic development in Iraq.

Table (1) : Non-Oil Imports and Foreign Companies Imports (1969-1975).

Year	Non-Oil Imports	Foreign Oil Companies
1969	155.9	1.3
1970	179.4	2.2
1971	247.9	2.7
1972	233.4	1.3
1973	263.0	7.3
1974	765.2	8.2
1975	1419.1	7.8

Source: Iraqi Central Bank, Annual Reports (1960-1980).

Table (2) :Oil and Non-oil Exports and National Income (1969-1975).

Year	Oil Exports	Non- Oil Exports	Iraqi National Income
1969	271.8	22.0	885.1
1970	279.9	22.6	932.6
1971	379.2	22.8	1051.4
1972	340.3	28.6	1140.4
1973	555.3	32.5	1382.8
1974	1.921.5	228.1	2968.8
1975	2.414.6	35.6	3622.7

Source: Mohammad Aziz. National Income in Iraq (1950-1973) . Cairo, 1977, p. 256.

5. Conclusion

Basra governorate played a vital role in the Arab and foreign policies due mainly to its ports. Iraq's nationalization of oil backed up the country's economy, promoted people's income, and upgraded the living standard. The commercial policy sought to diversify the imports and exports. It also paid due attention to oil revenues which formed the main financial source of the country.

Endnotes

1. Safa' A.A. Al-Asady. River Cargo in Shatt Al-Arab and its Environmental Effects. Unpublished Ph.D. thesis, College of Arts, University of Basra, 2019, p. 130. (in Arabic)
2. Shatt Al-Arab: The river is formed at Qurna, south of Iraq, where the Tigris and the Euphrates meet there. The width of the river ranges from 400 meters at Ashar and about 1.500 meters at its flow point to the Arab Gulf. The depth changes based on ebb and tide. See Mohammad H. Hussain. Shatt Al-Arab: A Study in historical Geography. Baghdad, n.d. (in Arabic)
3. Luma Abdul Aziz. River Transportation in Iraq. Baghdad, 2023, p. 10 (in Arabic).
4. Sabri G. Mukhallad. Economies of Marine Transportation in Iraq. Unpublished M.A. dissertation. College of Administration and Economics, University of Basra, 1977, p. 140 (in Arabic).
5. Ibid, pp. 145 - 146
6. Iraqi Ports Authority, Annual Reports, 1973. (in Arabic)
7. Iraqi Ports Authority, Annual Reports, 1974. (in Arabic)
8. Akhtasy Zacks. Foreign Trade and Economic Development in Developing Countries. Trans. Mohammad S. Al-Atraby. Cairo, p.120, n.d.
9. Ibid, p. 125
10. Phebe Marr. The Modern History of Iraq. Trans. Mustafa N. Ahmed. Baghdad, 2009, p. 35.

11. Al-Bakr Port Terminal: It is located about 55 km from Fao Port Terminal. It has 4 harbors that receive oil tankers. For more detail, see Rafal H. Khammas. Basra Economic Conditions (1969-1979). Unpublished M.A. dissertation. College of Arts, University of Basra, 2019, p. 91.

12. Akhtasy Zacks, op. cit, p. 110

13. Basra Oil Company: This Company was established in 1966 with a capital ranging from 25 to 70 million Iraqi dinars. It has concluded a number of agreements with friendly countries and companies to invest oil.

14. Sea Deep Port: It is ranked the second Iraqi port after Al-Bakr Port Terminal. It was established in 1961. It has 4 quays.

15. Fao Port: It is located on the west bank of Shatt l-Arab River, about 100 kms from the city center of Basra. It has been established in 1940s. For more details, see Tawfiq Y. Mohan. Basra Oil Company Ltd (1938-1980). Unpublished M.A. dissertation. College of Arts, University of Basra, 2009, p. 60.

16. File No. 4004: The Table of Crude Oil Exports. Date: 6 September, 1973.

17. File No. 2626, from the Ministry of Oil and Minerals to crude oil exports. Date: 9 June, 1973.

18. Southern Oil Company. Crude oil: Production and Oil Equipment Department, 2012.

19. Hans Bachmann. The External Relations of Less Developed Countries. New York, 1968, pp. 65 - 70.

20. Ibid, p.

21. Ma'qil Port: It is located on the bank of Shatt Al-Arab River, about 135 kms from the north point of the Arab Gulf. It was the first port to be established in 1919 with 15 commercial quays with a production capacity that amount.

ed to 250 thousand tons. For more details, see Talib J. Al-Ghareeb. Basra Port (1951-1956). Unpublished M.A. dissertation. College of Arts, University of Basra, 1984, p.72.

22. Um Qasr Port: This port was established in 1965. It was chosen for its rather high level and solid land. See Rafal H. Khammas, op cit, p. 96.

23. Talib J. Al-Ghareeb, op cit, p. 98.

24. Kareem M. Al-Hasnawy. "The Structure of Exports and Imports and the Levels of Commercial Exchange." Al-Iqtisad Bulletin , No. 2, 1985, p. 25. (in Arabic).

25. Ibid, p. 26.

26. Iraqi Ports Authority, Annual Reports, 1978. (in Arabic).

27. Iraqi Ports Authority, Annual Reports, 1979. (in Arabic).

28. Iraqi Ports Authority, Annual Reports, 1980. (in Arabic).

29. Abu Floos Port: It is located on the west bank of Shatt Al-Arab River in Abu Al-Khaseeb, 20 kms from Basra city center. It was established in 1974 due to the accumulation of goods. A number of stores were built up and attached to it. See Rafal H. Khammas, op cit, p.100.

30. Talib J. Al-Ghareeb, op cit, p. 100.

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1. Akhtasy Zacks. Foreign Trade and Economic Development in Developing Countries. Trans. Mohammad S. Al-Atraby. Cairo.n.d.
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15. Sabri G. Mukhallad. Economies of Marine Transportation in Iraq. Unpublished M.A. dissertation. College of Administration and Economics, University of Basra, 1977.

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