First Russian Cargo Train Arrives at Iran's Aprin Dry Port

TEHRAN – **The first transit container train from Russia arrived at Iran's Aprin dry port, marking a new milestone in Iran's rail logistics and international trade connectivity.**

Morteza Jafari, deputy for commerce and operations at the Islamic Republic of Iran Railways, announced that the train, which had departed Moscow Oblast, reached Iran on Saturday, November 8, after approximately 10 days.

The shipment, primarily composed of paper cargo in containers, will be partly redirected from the dry port to Iraq, he said, noting that the Russian train included about 60 containers, each carrying an average of 25 tons of goods.

The official added that on average, a train from Russia arrives every 10 days, while authorities plan to increase this frequency in the near future.

Jafari stated that the expansion of dry ports and logistics centers across Iran is a key policy of the railways, aimed at reducing congestion at major ports and establishing logistics hubs near major cities and consumption points, thereby enhancing the speed and efficiency of rail transport.

Iran has been actively strengthening international rail trade routes, collaborating with the CIS (Commonwealth of Independent States) countries including Russia, as well as Turkey, Afghanistan, and Pakistan, for imports, exports, and cargo transit.

The Aprin dry port, located near Tehran, is the largest cargo train station in the country and plays a strategic role in Iran's growing logistics network.

Fars Province Signs MoU for Forage Cultivation in Uzbekistan

The governor of Iran's Fars Province (L) signs an MoU with the governor of Uzbekistan's Surkhandarya Province for the cultivation of forage crops in the Uzbek region, November 8, 2025.

TEHRAN – Iran's southern Fars province has signed a memorandum of understanding (MoU) with Uzbekistan for the cultivation of forage crops on 35,000 hectares of land in the Central Asian country's southernmost province, Surkhandarya.

The MoU was signed on Sunday during a visit by a delegation from Fars Province to Surkhandarya, led by Governor Hussein Ali Amiri.

According to Ahad Behjat Haghighi, the acting head of Fars Agriculture Department and a member of the delegation, parts of Surkhandarya's farmland will be used to produce forage crops—particularly corn fodder—to help Fars Province supply feed for livestock, as part of efforts to bolster Iran's food security.

The overseas cultivation initiative also aims to reduce pressure on Fars' water resources, he added. At the same time, it allows the province to grow agricultural crops needed by Uzbekistan while creating opportunities for new economic cooperation between Fars and the Central Asian country, the official said.

"Transboundary agriculture is no longer just an option; it has become a strategic necessity to ensure the country's food security and ease the burden on domestic natural resources," Haqiqi noted.

The Iranian delegation arrived in Uzbekistan on Wednesday evening and will conclude its visit on Sunday. During the trip, they held meetings with local officials in Surkhandarya and signed another agreement to enhance cooperation in economic, investment, cultural, social, and tourism fields, among others.

The agreement was signed by Fars Governor Hossein Ali Amiri and Surkhandarya Governor Ulugbek Qosimov. Both sides also agreed to establish a committee to oversee the implementation of their agreements and facilitate the presence of Iran's private sector in Termez, the provincial capital of Surkhandarya.

Iranian Researchers Produce High-Temperature Resistant Industrial Filters

TEHRAN - **The head of the Amirkabir University's Academic Center for Education, Culture and Research in Tehran announced production of high-temperature resistant industrial filters by the Center's researchers.**

"These filters, which are used in the cement, mining and power plant industries, are designed to purify the air entering the turbines and remove polluting particles from the environment," Mohsen Mardani said.

Noting that in the mining and cement industries, high temperatures cause ordinary filters to burn, he said that the filters produced by specialists at Amirkabir University's Academic Center for Education, Culture and Research are made of glass fibers with high thermal resistance, which allow air to pass through properly, prevent dust and suspend particles from passing through.

"Another product of our Center is glass meshes specifically for the construction industry. These meshes are used in walls and increase the tensile strength of the structure," Mardani said.

In a relevant development in March, an Iranian technological company had managed to produce different types of special filters for application in various industries, including auto-making.

"Our company enjoys production line for metal filters and industrial filters that require a clean room. Nano filters are also produced in these controlled environments," said Elnaz Barati, a technical and engineering expert at Setareh Palayeh company.

"The company operates in two sectors of product manufacturing and research and development (R&D), and in addition to automotive filters, it also produces a variety of industrial filters, including air, oil, and hydraulic filters. Semi-automatic production lines for automotive filters are another activity of our company," she added.

"Our company also produces car cabin filters, some of which are nanotechnology-based and based on the electrospinning process. We are also able to make a variety of hydraulic systems, gas elements, iron, steel, and aluminum industry filters, and HEPA filters,"

Iran, Russia Rewiring Global Trade Routes With Caspian Link

TEHRAN - In Makhachkala on the Caspian Sea, Iranian and Russian transport officials agreed Friday to form a joint port and maritime consortium that will coordinate shipping, port management, and logistics between their ports.

The goal of the consortium is to move more goods, faster, between Russia and Iran and to connect that traffic with broader trade routes stretching to India, Central Asia, and the Persian Gulf.

The two sides plan to raise annual cargo volumes across the Caspian to more than five million tonnes in the coming years. The project builds on the International North–South Transport Corridor (INSTC), a 7,200-kilometer network linking the Indian Ocean to northern Europe through Iran and Russia.

Among the chain of ports along this corridor, Iran's Caspian Port in Anzali Free Zone stands out as a critical node. With modern quays and sufficient depth despite the Caspian's receding waters, it is viewed as a gateway linking Iran's southern ports on the Persian Gulf to Russia's transport network.

Western sanctions on Moscow have made this connection even more important, turning Iran into a logistical lifeline for Russian trade with Asia.

The new consortium marks a shift toward structured cooperation. It will bring together state and private port and shipping companies from both countries to coordinate tariffs, share facilities, and develop multimodal transport, moving goods seamlessly between sea, rail, and road.

Officials say the goal is to raise annual cargo volumes across the Caspian to more than five million tonnes, a significant jump from current levels.

This cooperation fits neatly within the bilateral cooperation treaty signed by Presidents Vladimir Putin and Masoud Pezeshkian in January 2025, which commits the two countries to expand collaboration in road, rail, air, and sea transport.

It also highlights their shared resolve to reduce reliance on routes vulnerable to political pressure from third countries as both face Western restrictions on trade and finance.

For Russia, the Caspian link provides access to warm-water routes and faster connections to India and West Asia without passing through Europe or the Suez Canal. For Iran, it offers transit revenues, investment in its northern ports, and a stronger role as a regional logistics hub.

The INSTC, which runs for some 7,200 kilometers through India, Iran, Azerbaijan, and Russia, could cut freight costs by up to 30 percent and reduce shipping times between Mumbai and Moscow from 40 days to around 20.

According to UN estimates, trade among the corridor's member countries reached about $250 billion in 2021 and could double by 2030 if infrastructure and customs procedures improve.

Iran's Seventh Development Plan sets a goal of increasing the country's total transit capacity to 40 million tonnes by the end of the program, a target that depends heavily on the success of the North–South corridor.

The new consortium is a step toward that vision. The Ministry of Roads and Urban Development is pushing to expand container terminals at Caspian Port and build new logistics warehouses at Amirabad, another key Caspian facility.

Together with the rail link under construction between Rasht and Astara on the Azerbaijan border, these projects are designed to connect the Caspian ports directly to Iran's national railway and, from there, to the Persian Gulf.

For Russia, the agreement is a pragmatic move. Since 2022, Western sanctions have upended its usual trade routes through the Black Sea and Baltic ports. By channeling cargo through the Caspian Sea and across Iranian territory, Moscow gains a more secure, sanctions-resistant pathway to southern markets.

Russian ports such as Astrakhan and Makhachkala already handle trade with northern Iran, but the new consortium promises a more coordinated framework for investment, shipping schedules, and customs procedures.

Behind the technical details lies a broader realignment in Eurasian logistics where the North–South corridor complements China's Belt and Road Initiative. For many shippers, it offers a shorter, cheaper, and less congested route between South Asia and Europe.

For Iran, participation in such a transcontinental network helps attract foreign capital and counter the impact of U.S. sanctions by turning geography into an economic advantage.

Both governments see logistics as an instrument of foreign policy as much as commerce. Russian officials have openly described the INSTC as a "strategic corridor" ensuring resilience under sanctions.

Iranian policymakers, for their part, view the Caspian ports as gateways to the Eurasian Economic Union, with which Tehran signed a free-trade agreement earlier this year.

At the Makhachkala meeting, officials also discussed harmonizing port tariffs, improving container handling, and developing training programs for maritime professionals.

They outlined plans to establish a joint legal structure for shipping operations, create a common association of port companies, and simplify permit issuance.

The next meeting, scheduled for later this year, will bring together public and private representatives to turn the framework into concrete projects.

If these plans advance, Iran could capture a larger share of regional transit flows and position itself as a vital connector between the Persian Gulf, the Caspian, and Russia's inland transport network.

GC Approves Plan to Remove Four Zeros From Iran's Rial

TEHARN - **The Guardian Council has approved a long-debated plan to remove four zeros from Iran's national currency, Hadi Tahan Nazif, the Council's spokesperson, says.**

Speaking at a press briefing in Tehran on Saturday, Tahan Nazif said the Guardian Council had reviewed a bill passed by the Iranian Parliament to reform the rial by removing four zeros.

Following amendments made by Majlis, the Council determined that the bill "is not inconsistent with Sharia law or the Constitution," he stated.

According to the spokesperson, once the bill is enacted, the process of redenominating the national currency will begin. The law will be implemented gradually over a transition period of several years to ensure that all necessary preparations are made, he added.

The idea of removing zeros from the rial was first proposed 34 years ago and has been discussed under several administrations but never fully pursued.

A bill on the initiative was first approved by the government in 2019, and its general outlines were endorsed by Parliament the same year.

In early August this year, Majlis' Economic Committee approved the bill after introducing new amendments, and on October 5, it was finally passed by the full Majlis. The measure is part of broader efforts to curb inflation, stabilize the rial's declining value, and simplify financial transactions.

Under Iran's Constitution, any bill ratified by Parliament must be reviewed by the Guardian Council to ensure its compliance with the Constitution and Islamic law, which form the foundation of the country's legal system.

Kish Island Hosts 2nd International Conference on Blue Economy

TEHRAN - **The Second International Conference on Blue Economy kicked off on Saturday at the Kish International Convention Center, bringing together industry experts, investors, scholars, and representatives from 17 countries.**

This two-day event features nine specialized sessions, three workshops, and two seminars to showcase investment opportunities in the maritime sector.

Key objectives include presenting investment packages, promoting technical and engineering service exports, and facilitating business-to-business negotiations.

The conference will also address regional and international maritime cooperation, the transformation of maritime industries through fourth-generation technologies, and sustainable development in coastal areas.

Participants include foreign trade delegations, senior officials, ambassadors, and representatives from major economic and financial holdings, as well as startups and knowledge-based companies.

The event is organized by various entities, including the Iran Chamber of Commerce and the Iran National Entrepreneurship Organization.

The conference aims to foster synergy among the government, private sector, and technology community to outline a roadmap for a blue economy and introduce new opportunities along Iran's northern and southern coasts.

Discussions will cover critical topics such as maritime logistics, economic resilience, and sustainable water and energy supply, making this gathering a significant platform for shaping major economic decisions in the blue economy.