

# Ministry of Economy drafts post-war support packages for industries, businesses

**Economy Desk**

In line with supporting large industries and businesses in compensating for the repercussions of the 12-day war with the Israeli regime, the Ministry of Economy, in cooperation with the Reconstruction Headquarters and coordination with the Plan and Budget Organization, formulated support packages for approval by the government.

Iran's Economy Minister Ali Madanizadeh, during a meeting at Tehran Customs in the presence of the Vice President Mohammad Reza Aref, stated, "With the start of the Zionist regime-imposed war against the country, defensive and supportive measures were prioritized on the Ministry of Economy's agenda," Tasnim reported.

The minister, referring to the formulation of support packages for large industries and businesses, said, "In cooperation with the Reconstruction Headquarters and coordination with the Plan and Budget Organization, compensatory approaches for factories and public establishments will commence."

"The support package for large industries has been approved in the government's infrastructure committee and

will be issued after approval by the cabinet," he said.

"Additionally, a support package for businesses is also being formulated." The minister of economy also announced the formation of an insurance fund to compensate for damages from the 12-day war.

Madanizadeh said that during the war time, necessary directives for the separation and identification of dangerous and essential goods were issued in the customs domain. Accordingly, with the measures taken, the immediate clearance of warehouses regarding dangerous materials commenced."

He added, "Through the round-the-clock efforts of customs, goods clearance was carried out at high speed." During the meeting, Head of Iran's Customs Faroud Asgari stated, "Approximately 33 percent of all essential goods imports during the 12-day imposed war occurred."

Asgari continued, "Also, with the cancellation of flights at Imam Khomeini International Airport, Bazargan Customs was designated as the alternative customs office for medicine imports." Announcing that 140 customs offices are currently active in the country, Asgari said, "The three dry ports of Sirjan, Yazd, and Apadana Tehran are



Iran's Economy Minister Ali Madanizadeh  
● IRNA

also fully prepared to directly transfer goods from the port to these customs offices for clearance."

Asgari recalled, "Before the start of the war, 18,300 tons of goods were cleared daily, but during the days of the war,

about one million tons of essential goods were released by customs staff, experiencing 87% growth."

## Turkish Airlines to resume Iran flights as Tehran reopens airspace



**Economy Desk**

Turkish Airlines announced Sunday it will resume flights to Iran on Monday, following Tehran's expansion of international overflight access after a two-week suspension prompted by the war with the Israeli regime that ended under a ceasefire.

Bilal Eksi, Director General of Turkish Airlines, confirmed in a post on the social media platform X that the airline's flights to Tehran and Mashhad will resume starting Monday, ISNA reported.

Turkish Airlines had suspended its flights to Iran following the Zionist regime's military incursion into Iranian territory and Iran's

retaliatory strikes, which lasted 12 days. During the period, some Turkish Airlines aircraft were in Iran, but their return was facilitated as soon as airspace restrictions were lifted.

Iran has expanded access for international overflights to its airspace days after the war with the Israeli regime ceased.

Spokesperson for the Ministry of Roads and Urban Development Majid Akhavan said on Saturday that only international transit flights would be able to pass through the skies over the central and western Iran, adding that airlines can also use the eastern half of the country's airspace, which had already been opened to domestic and international flights, Press TV reported.

Also on Sunday, Akhavan extended suspensions of domestic/international flights in northern, southern, and western Iran until 14:00 Monday (June 30), adding, "Per Civil Aviation Coordination Committee resolution and safety assessments, while eastern airspace remains open to all flights, central/western airspace now only permits international transit flights."

The ministry spokesman said on Saturday

that airports in the north, south, and west of Iran, including Tehran's Mehrabad and Imam Khomeini International Airports, were not authorized to process flights.

Akhavan said that related authorities were still assessing flights to airports in other parts of Iran and the general situation of the country's airspace.

He later told the semi-official ILNA news agency that the main airport in Tabriz in northwestern Iran was the only airport damaged in Israeli attacks, adding that the facility would soon reopen after repair works on its runway.

The official said that major international airlines would resume their operations in Iran as soon as the country opens all parts of its airspace.

Akhavan said that pilgrims remaining in Saudi Arabia since early June, when they finished performing their Hajj rituals, are returning to Iran via a northeastern airport in the country's second-largest city of Mashhad.

Airlines started to avoid the Iranian skies on June 13, when the Israeli regime launched an unprovoked aggression against the

country.

The Iranian airspace was partially opened on June 25, a day after the United States said it had brokered a unilateral ceasefire between Iran and the Israeli regime.

Meanwhile, Hossein Khanlari, CEO of the Islamic Republic of Iran Airlines, denied rumors of closed air borders, saying, "To date, no country has closed its air borders to Iran," Mehr reported.

Regarding the return of remaining Hajj pilgrims in Saudi Arabia, Khanlari added, "Through coordinated arrangements in the eastern part of the country and the activation of Mashhad Airport, the route from Medina to Mashhad has been established, and the 20,000 remaining pilgrims will gradually enter the country directly from Saudi Arabia."

He further stated, "Accordingly, Iran Airlines' scheduled flight on the Mashhad to Karachi route will be operated tomorrow from Mashhad Airport. The Islamic Republic of Iran Airlines has not yet operated domestic flights from its flight stations and, in this regard, complies with the regulations of the Civil Aviation Organization."

## Iranian firm breaks Israeli monopoly on beauty device



**Economy Desk**

An Iranian knowledge-based firm has succeeded in localizing and bringing to the domestic market an advanced device in the beauty industry, previously manufactured exclusively by the Zionist regime globally.

The "Solatrix" device has diverse applications in beauty and treatment and is

offered at a significantly lower price than its foreign counterpart.

In a talk with ISNA, Afshin Motlaq, sales manager of the knowledge-based company, introduced the advanced device, saying, "The Solatrix is one of the advanced types equipment in the beauty industry. Before us, only the Zionist regime in the world produced it. We are the second country to have localized this device."

"This device utilizes a highly precise motor with unparalleled performance in beauty treatments," he explained.

According to the sales manager, "Nearly 100 Solatrix devices have been installed domestically to date, but exports have not yet begun as the final license was recently issued."

Due to sanctions, Iran could not import such devices. Now, the firm produces it with the same global quality but at a much lower price, he said.

He further noted, "Numerous clinical

trials on this device show its quality not only competes with the Israeli model but even outperforms it in some aspects."

Motlaq pointed to 10 years of activity in medical equipment, particularly in women's health, dermatology, and beauty, saying, "We have produced over six different devices in this field, all technologically advanced, with many incorporating unique technologies."

**Over 100 exported to Europe, Mideast**

Highlighting certifications, he stated, "All devices produced by the company hold licenses from the Ministry of Health and the European CE mark," and confirmed exports to European and Middle Eastern countries,

"Over 2,000 devices have been sold domestically, and more than 100 exported to countries including Turkey, Spain, England, Germany, Iraq, and Australia. All our devices are commercialized and

have passed clinical trials and obtained Ministry of Health licenses."

Regarding the CE mark, Motlaq stated that the firm is the only beauty company to obtain this certification for the products. Consequently, besides clinics, some governmental centers use our devices."

According to the manager, "Over 50 people are directly employed in technical, production, sales, and support teams."

**Challenges for knowledge-based firms**

Addressing challenges, he criticized, "Contrary to propaganda, knowledge-based companies lack real support. Our issue isn't importers; we actually need competition with foreign brands to improve quality. Sanctions, lack of infrastructure, and export difficulties are our main challenges."

He emphasized, "If real support is provided to manufacturers, we don't need to eliminate competitors. Healthy com-

petition fosters growth and quality improvement."

Criticizing support institutions' performance at tech exhibitions, he revealed, "Our experience at foreign exhibitions like Arab Health [held in Dubai in January] showed no real support for Iranian companies. Booths given to producers were in remote halls with no visitors. Even in sponsored delegations, some seemingly supportive organizations quote exorbitant prices, then claim to cover 70% - while the remaining 30% exceeds standard tour prices."

On biases against Iran's beauty industry, Motlaq expressed, "This industry still faces prejudice, with some officials avoiding it despite its potential for job creation, revenue generation, and healthcare services. Another serious problem is smuggling of beauty equipment. Low-quality, non-standard devices freely enter the market while domestic producers struggle to obtain licenses."