

# Hormozgan opens cold plasma clinics to combat diabetic amputations

Economy Desk

Iran inaugurated its 10th and 11th specialized clinics using cold plasma technology for chronic wound treatment on Saturday, marking a significant expansion of a domestically developed medical innovation aimed at preventing limb amputations among diabetic patients. The new clinics — launched at Khalij-e Fars (Persian Gulf) and Payambar-e Azam (PBUH) hospitals in Bandar Abbas — were officially opened in the presence of Mohammad Eslami, the head of the Atomic Energy Organization of Iran (AEOI), and Hormozgan Governor General Mohammad Ashuri Taziani.

“The cold plasma technology has a broad spectrum of applications across agriculture, industry, environmental protection, and, impor-

tantly, healthcare,” Eslami said at the ceremony.

“This unique technology is the rightful heritage of the Iranian people, and they must benefit from its impacts across all aspects of life.”

Eslami emphasized that the clinical phase of cold plasma therapy for chronic wounds has been successfully completed.

“The equipment is fully Iranian-made, continuously localized, and steadily upgraded based on scientific research by our university experts,” he said. “The third generation of this device was developed within the past two years at the AEOI.”

He added that the technology effectively eliminates pain and suffering for diabetic patients, significantly reduces the risk of amputation, and spares them the

financial and emotional burdens associated with chronic wounds.

“With this modern, minimally invasive approach, patients are saying goodbye to pain, hardship, and high treatment costs,” Eslami noted.

According to health officials, chronic wounds — particularly among Iran’s large diabetic population — often lead to amputation without advanced intervention.

The new clinics in Hormozgan, a province with high diabetes prevalence, aim to address this urgent public health challenge using cutting-edge, homegrown technology.

The launch marks the latest step in Iran’s push to deploy cold plasma therapy nationwide, reinforcing its strategy of leveraging nuclear and plasma sciences for civilian and humanitarian purposes.



AEOI chief Mohammad Eslami speaks at the inauguration ceremony of the specialized clinics using cold plasma technology for chronic wound treatment at Payambar-e Azam (PBUH) hospital in Bandar Abbas, Hormozgan, on November 29, 2025.

● SHABESTAN NEWS

## TPO pushing for balanced trade with Iraq via joint agri-value chains



● IRNA

Economy Desk

A senior official with the Trade Promotion Organization (TPO) announced on Saturday that the Islamic Republic is seeking to rebalance its trade relationship with Iraq by moving beyond a largely one-way export model toward joint agricultural production, shared value chains, and more balanced commerce.

Speaking at the first joint conference on Khuzestan’s agricultural capabilities — from production to exports — Abdolamir Rabi-havi, the director general of the TPO’s West Asia Bureau, described Iraq as the country’s top non-oil export destination and “first strategic partner,” ISNA reported.

While Iranian exports to Iraq have grown dramatically — from a few hundred million dollars in the early 2000s to around \$12 billion last year — the trade flow remains heavily tilted in Iran’s favor, Rabi-havi noted. He said both governments now aim to gradually narrow the gap.

“Iraq is Iran’s most important non-oil export partner and ‘first strategic partner,’” Rabi-havi said. “Giv-

en our 1,500-kilometer shared border, adjacency between five Iranian and seven Iraqi provinces, and 12 official border crossings, the geographic and logistical framework already exists for a win-win trade model.”

He emphasized that the path to a durable partnership lies in shifting Iraq’s role from a passive consumer to an active co-producer. “The sustainable solution is to build joint value-added chains and increase targeted imports from Iraq,” he said.

Rabi-havi pointed to Iraq’s significant agricultural potential — fertile land, abundant groundwater resources, and the capacity for self-sufficiency or even export — as a foundation for correcting the trade imbalance. In the first seven months of the current Iranian year (which began March 21, 2025), Iran exported approximately \$2.6 billion in agricultural goods, nearly one-third of which went to Iraq.

Dates offer a strategic example, he said, adding, “Iraq produces hundreds of thousands of tons of dates annually but exports much of it unprocessed

and without added value.”

He highlighted opportunities for Iranian companies, particularly in Khuzestan, to collaborate on processing, packaging, and international marketing.

Rabi-havi welcomed the existence of Iraq’s specialized date company under its Ministry of Agriculture as “a suitable point of connection for joint procurement, collection, and professional export operations.”

He added that Iran has already exported more than 200 types of agricultural products to Iraq — many of which are suitable for repackaging, further processing, and re-export to third markets such as Syria, Lebanon, Saudi Arabia, and other countries via Mediterranean routes.

“This model can lead to joint branding and mutual value creation,” he said.

At the core of Iran’s updated economic approach, Rabi-havi said, is “joint investment and production in Iraq.” By establishing agro-processing and complementary industrial units on Iraqi soil, both countries could jointly access new markets.

He also invited Iraqi investors to explore opportuni-

ties in Khuzestan’s protein sector — especially in fish and poultry farming — describing the province as a prime location with free-trade-zone advantages that could host partnerships with neighboring Iraqi provinces.

Rabi-havi stressed that a lasting trade relationship requires reciprocity. “As long as Iran is only an exporter and Iraq only an importer, the relationship will remain vulnerable to volatility,” he said. “If Iran’s exports to Iraq stand at around \$12 billion, imports from Iraq must gradually rise toward a comparable level.”

He concluded that targeted cooperation in agriculture, agro-industry, and complementary investments in Iraq would help stabilize trade and reduce risk for economic actors on both sides.

Iran’s push for deeper economic integration comes as bilateral trade faces headwinds. Data shows that trade between the two countries totaled approximately \$3.57 billion in the first five months of this Iranian year, an 18% decline compared to the same period last year, driven largely by an 18% drop in Iranian exports to Iraq.

The downturn reflects a confluence of factors, including new Iraqi trade policies, domestic energy and infrastructure constraints in Iran, and external pressures on Iranian exports. Given Iraq’s critical importance as a market for Iran’s consumer goods, metals, petrochemicals, and agricultural products, officials say a strategic reassessment of trade policies and a more proactive approach are essential to prevent losing market share to regional and extra-regional competitors.

## Iran, Azerbaijan, Russia sign cooperation deal to solidify INSTC

Economy Desk

Iran, Azerbaijan, and Russia signed a long-term cooperation agreement aimed at revitalizing the western route of the International North-South Transport Corridor (INSTC), the Islamic Republic of Iran Railways said on Friday.

The deal was finalized on the sidelines of the 83rd meeting of the Commonwealth of Independent States (CIS) Transport Council meeting in Baku, which brought together chief executives and delegations from 15 member states, IRNA reported.

The memorandum of understanding among the national railway operators of the three countries focuses on establishing fixed freight pricing, setting competitive unified tariffs, and expanding logistics services along the western leg of the INSTC — an alternative trade artery linking Russia, the Caucasus, and the Persian Gulf.

By signing the agreement, the three nations reaffirmed their commitment to sustainable and mutually beneficial bilateral and multilateral cooperation, with the shared goal of transforming the western route into an active regional transit corridor.

The move comes as part of broader efforts to enhance connectivity and trade efficiency across Eurasia amid shifting



Railway officials from Iran, Azerbaijan, and Russia pose during the signing of a memorandum of understanding to strengthen cooperation on the International North-South Transport Corridor (INSTC) at the CIS Transport Council meeting in Baku, November 28, 2025.

● IRNA

global supply chain dynamics.

Stretching over 6,000 kilometers from India’s Mumbai port to Russia’s St. Petersburg via Iran and Azerbaijan, the corridor offers a direct, multimodal connection between the Persian Gulf, the Caspian Sea, and Eurasian markets.

By shortening transit distances and cutting shipping times by up to 40 percent compared with traditional routes through the Suez Canal, it allows goods to move faster and at lower cost, boosting Iran’s competitiveness as a transit hub.

## Iran, Afghanistan launch monthly rail transit of 7K tons of diesel

Economy Desk

Iran has begun monthly rail shipments of 7,000 tons of diesel from Imam Khomeini Port to Afghanistan, marking a new phase in rail-based fuel transit to the landlocked neighbor, a senior railway official said Saturday.

Gholamhossein Valadi, director general of Iran’s Southern Railways, confirmed the launch in a media briefing, stating that the first consignment has already been loaded at the Imam Khomeini Port rail terminal onto specialized tank wagons, Mehr news agency reported.

“The first cargo of diesel has been loaded at the Imam Khomeini Port rail station and will travel via tank wagons along the country’s southern rail corridor to the Shamtigh border crossing, before entering Afghanistan and continuing to Rozanak station near the city of Herat,” Valdi said.

He noted that the transit route spans



approximately 2,148 kilometers and offers significant time and cost savings compared to road transport. “This rail corridor brings considerable logistical efficiency and creates new capacity for fuel exports and transit,” he added.

According to Valdi, the Southern Railways is fully prepared to carry out the 7,000-ton monthly diesel transit operation on a sustained basis to meet Afghanistan’s fuel and commercial needs.