

Minister assures stable power supply for looming summer peak

Economy Desk

Iran's Energy Minister Abbas Aliabadi said on Monday that the country faces no electricity production shortfall and is in a much better position to secure energy supplies this summer, as authorities focus on curbing rising consumption and expanding renewable capacity.

"The most important policy of the new period at the Energy Ministry is to control consumption growth and move toward reducing energy use," Aliabadi said during a ceremony marking the launch of this year's summer peak-demand management programs and the unveiling of the "25 Degrees, A Pact of Solidarity" campaign, according to IRNA.

Aliabadi said Iran currently had no deficit in electricity generation capacity but needed to reach a level this year that would allow it to manage peak demand, adding that the entire power system should be aligned with that objective.

He said the ministry's approach was aimed at preventing unchecked growth in energy consumption and, if possible, reversing the trend, noting that energy demand growth in Iran was not consistent with population growth and needed to be corrected.

The ministry's spokesperson earlier expressed that electricity demand was expected to rise "by more than 5% this year," after Iran's peak electricity consumption hovered around 79,000 megawatts last summer.

"The Energy Ministry's goal is that, alongside consumption management, by making the business environment more attractive and increasing production capacity, we move toward eliminating imbalances and achieving a positive energy balance," Aliabadi said.

He said the government should move toward smart restrictions and capacity management instead of power outages, adding that around 70% of electricity consumption could serve as a useful indicator for planning and management.

"This means we can make consumption more rational without putting pressure on people," he said.

The minister also stressed the need to prepare infrastructure for changes in energy consumption patterns, particularly in transportation, to reduce energy waste.

"The necessary infrastructure must be provided on streets to supply people's energy needs through electricity. If we had created these infrastructures earlier, we could have supplied a large portion of the required electrical energy," he said.

According to Mehr News Agency, Aliabadi said the electricity demand of one million electric vehicles would be negligible compared with the large volumes of gasoline and diesel they would replace.

"We must move toward meeting people's needs through secondary energy sources such as electricity, and in this regard, the development of renewable resources in line with the country's climate is a priority," he said.



Also on Monday, Majid Ansari, the vice president for legal affairs, said in a joint meeting with the energy minister that achieving 15,000 megawatts of renewable energy capacity through the expansion of solar power plants was one of the ministry's main missions.

Deputy Energy Minister Mohsen Tarzatab last week said the ministry was pursuing the consolidation of clean energy projects to raise Iran's renewable energy capacity to around 7,000 megawatts by late June, with the aim of reducing fossil fuel consumption, particularly natural gas and diesel.

Gov't reviews trade, transit expansion with neighbors in focus



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During a meeting on Monday attended by President Masoud Pezeshkian and senior transport officials, plans to expand import and export capacity through various ports, border terminals and rail transport network was reviewed, state media reported.

The meeting focused on strengthening trade flows and logistics infrastructure, while examining ways to increase coordination among executive bodies, accelerate transit procedures and remove bottlenecks at the country's entry and exit points, amid what Pezeshkian described as economic war conditions and regional developments. Pezeshkian said the use of neighboring countries' capacities for developing transport infrastructure, transit routes and joint investment is a key pillar of the government's economic policy.

"Using the capacities of neighboring countries for the development of transportation infrastructure, transit and joint investment is one of the key axes of the government's economic policy," he said. He also stressed the need to

maintain stable trade flows, ensure supplies of essential goods and improve the resilience of Iran's logistics infrastructure under economic pressure and regional volatility. The president called for greater coordination among government agencies, faster transit processes and the removal of barriers at ports and border crossings, citing the strategic role of the transport sector in economic management.

He further emphasized expanding economic diplomacy and strengthening regional cooperation with neighboring states, noting readiness expressed by some countries in the region to participate in infrastructure projects in Iran. Pezeshkian urged targeted use of such opportunities in the development of international transport corridors as well as rail and road projects.

He also praised the performance of the Ministry of Roads and Urban Development in recent months, pointing to record levels in several areas, including the movement of essential goods, faster loading and unloading at ports and improved border clearance procedures.

He did not refer to the figures

cited by transport authorities on recent transit and rail freight performance.

Javad Hedayati, head of the transit office at Iran's Road Maintenance and Transportation Organization, has recently said in an interview with the Young Journalists Club that road freight volumes had increased by 2.5 million tons, marking a new record in the transport of both oil and non-oil goods in the road sector.

Hedayati said new records had been registered in transit within the road transport sector, adding that the previous peak in cargo volumes dated back to 2014, when shipments of oil and non-oil goods reached 12.3 million tons. He said that after that period, no higher level of cargo movement had been recorded, and in some years volumes had declined.

He added that 14.75 million tons of goods were transited through Iran's territory in the past year via Iranian and foreign international road transport fleets, describing it as a new record for the sector.

Iran is seeking to expand the use of the Caspian Sea for trade and reduce reliance on southern maritime routes, as Tehran works to diversify logistics corridors amid external economic pressure. Since May 13 and after a 40-day illegal war of aggression, the US has imposed a so-called naval blockade on Iranian ports on the Strait of Hormuz, through which a fifth of global oil supply passes, disrupting shipping routes and energy trade.

India, oil importers to negotiate transit corridors with Iran: *Moody's*



With the Strait of Hormuz blockade choking crude supplies worldwide, financial services company Moody's Ratings has said that India and other oil importing countries may negotiate directly with Iran to secure energy imports. In a global report on geopolitical risks, Moody's said that a return to pre-war traffic volumes is unlikely in 2026.

The Indian government has not officially commented on such an agreement even as the Centre has pushed for nationwide fuel conservation efforts, according to moneycontrol.com.

According to the report, there is little prospect of a swift and durable settlement the US and Iran and with it the full reopening of the Strait of Hormuz.

Moody's said the transit flows will gradually improve, but through bilateral channels rather than a general reopening. This would allow some incremental improvement in energy transit flows from near-zero now, but the process will be slow, opaque and subject to interruption, according

to PTL. "We expect oil importers -- particularly China, India, Japan and Korea -- to negotiate passage bilaterally with Iran, potentially through coordinated transit corridors such as those reportedly emerging near Larak Island and through Omani territorial waters... A return to pre-conflict traffic volumes in 2026 is unlikely," it said.

Moody's said even if safe passage in the Strait were to resume in the next six months, the oil market would remain supply-constrained, with persistently higher and more volatile energy prices and broader knock-on effects through costs, demand and financing conditions for exposed borrowers.

"We now expect Brent crude in the \$90-110/bbl range for much of this year, with significant volatility, including occasional fluctuations outside this range in response to new developments," Moody's said. At sustained Brent prices of \$90-110/bbl, Moody's estimates real GDP growth reductions of 0.2-0.8 percentage point for several major econo-

mies.

"India is among the most exposed, given around 46 percent of its crude oil imports come from the Middle East, its sensitivity to currency depreciation and pressure on its current account and fiscal management," Moody's said.

The Middle East conflict, which started with the US and Israel joint air strikes on Iran has entered its third month. The attack triggered the closure of the Strait of Hormuz, a key chokepoint through which roughly one-fifth of the world's seaborne crude oil and liquefied natural gas (LNG) passed in peacetime.

Maritime traffic through the Strait has fallen by more than 90 percent from pre-conflict levels, with shipping activity curbed by risk aversion, high insurance costs and the presence of sea mines. Brent crude has fluctuated widely between \$90 and 4120/bbl.

The disruption to shipping through the strait has become a structural supply constraint to global energy flows rather than a temporary supply shock, Moody's said, adding that it expects the disruptions to continue through autumn.

Moody's also warned that persistently higher energy prices and scarcity of energy products will feed into headline and core inflation.

"This will complicate the path for monetary policy across major economies, raise production costs across energy-intensive sectors, erode household purchasing power and tighten financing conditions for exposed borrowers," it said.

Nano-certified products hit record high as approvals reach 230

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The Islamic Republic has registered a new record in the development of nano-based products, with 230 products receiving nanotechnology certification last Iranian calendar year beginning March 21, 2025, a senior official said. "The 230 products received the 'nano-scale certification,' which is 40 products above the target set for the

development of nanotechnology-based products in March 2025, bringing the total number of certified products in the country to 1,965," said Saeed Sarkar, head of the Strategic Technologies Development Center at the Vice Presidency for Science and Technology, according to Nour News.

He said certification is granted based on two main criteria; the use of nanotechnology with scientifically verified

dimensions below 100 nanometers, and evidence that the use of nanotechnology improves product performance, including quality, durability or efficiency compared with conventional products.

Sarkar said that in the past year, 653 product applications were referred to the evaluation group for nanotechnology products, while assessment of 32 additional files that had begun earlier

in the year continued.

He said 412 products were accepted for the next stage after submitting sufficient initial technical documentation, while 119 products were conditionally accepted pending completion of documentation, supported by the national laboratory network. Another 113 products were rejected for failing to provide minimum required evidence of nanotechnology use or due to applicant

withdrawal.

Following site visits, sampling, scale and performance testing and review of results, 230 nano-scale certificates and 36 experimental certificates were ultimately issued, he said.

He added that evaluation of 22 products was suspended due to production issues, lack of coordination for site visits, or withdrawal from the assessment process by applicants.