

Tehran, Dushanbe agree on long-term oil supply, fuel export deal

Economy Desk

Iran and Tajikistan have agreed on the framework of a long-term deal to export oil products and supply crude oil to Tajikistan's refineries, Iranian Oil Minister Mohsen Paknejad said on Saturday.

Speaking at a meeting with Tajik Energy and Water Resources Minister Daler Juma and Transport Minister Aziz Ibrahim, Paknejad said the framework for a long-term agreement between the two countries had been finalized, IRNA reported.

"This was the third in-person meeting with Tajik officials over the past two years," Paknejad said, adding that "the bulk of the negotiations focused on the possibility of exporting our surplus oil products to help resolve some of the energy problems of our friend and brother Tajikistan."

"It was agreed that a technical working group would examine the technical and logistical details of the co-

operation, with the basis of the work being a long-term contract to supply both fuel and the crude oil needed by Tajikistan's refineries," he said.

Paknejad said most of the previous agreements between the two countries were also now being implemented and operational.

"This agreement can resolve this country's fuel problems amid the global energy crisis and increase the volume of trade between the two countries beyond 800,000 tons," he said.

Juma said Dushanbe's main goal was to increase imports of fuel products from Tehran, adding that the oil sector was one of the biggest areas of potential bilateral cooperation amid the global energy crisis.

After meeting with Paknejad, Ibrahim said about 800,000 tons of oil products were currently being transported between Iran and Tajikistan, adding that the volume could increase significantly following the talks and

the launch of the joint working group.

"To this end, we will examine ways to transport oil products. There is currently the capacity to transport this volume, but given the plans to increase the volume, the necessary measures must be taken to expand transport and logistics capacity," he said.

Ibrahim said plans were being made to increase the volume of oil products and crude oil transported between Tehran and Dushanbe, adding that further talks would be held soon on increasing the volume.

He also highlighted the importance of logistics in expanding energy cooperation between the two countries, ac-



Iranian Oil Minister Mohsen Paknejad (R) shakes hands with Tajik Energy and Water Resources Minister Daler Juma after a meeting in Tehran on Aug. 15, 2026.
● SHANA

cording to Mehr news agency.

"One of the fundamental issues in this regard is logistics and the routes for transporting oil products," Ibrahim

said.

He said talks would be held with neighboring countries to provide the necessary infrastructure.

Bandar Abbas airport resumes flights after wartime damage



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Iran's Bandar Abbas International Airport resumed flight operations on Saturday, returning to the country's network of active airports after being damaged during the war, Iranian media reported.

Some Iranian airports were taken out of operation during attacks by the United States and Israel that began on Feb. 28 because of infrastructure damage and the need for safety checks and repairs.

The General Department of Hormozgan Airports said flights from Bandar Abbas had resumed on routes to Tehran, Mashhad and Isfahan.

Kazem Tavassoli, director general of Hormozgan airports, said the Bandar Abbas airport had been ready for domestic and international flights for some time and that limited flights had resumed in recent days.

Scheduled flights on the Tehran-Bandar Abbas route and the return service began on

Saturday, he said.

Iran Airtour, Sepehran, Kish Air, Varesht and Meraj airlines will also begin operating from Bandar Abbas according to schedule, Tavassoli said.

Before the war, the airport handled 35 to 40 domestic and international flights a day, but flights were suspended after the attacks began, he said.

The gradual reopening of airports damaged during the war has begun in recent weeks. Reports have also emerged of flights resuming at Qeshm airport after security conditions stabilized.

Seven Iranian airports were targeted during the 40-day war, with attacks focusing more on tourism, passenger and cargo infrastructure than on military facilities, according to Iranian media.

Following the ceasefire reached on April 8 between Washington and Tehran, Iran Air resumed domestic flights on April 25 after a 55-day suspension, with its first service operating between

Tehran and Mashhad.

International flights also resumed in late April, beginning with an Iran Air Hajj flight to the holy Saudi city of Medina from Imam Khomeini International Airport, with flights to three destinations operating on the first day.

Aviation industry continues operations

Iran's aviation industry has continued to operate despite damage to some infrastructure and aircraft during the two recent wars, the head of the Civil Aviation Organization said.

Iran was also targeted by Israel in a 12-day war in June last year.

Abuzar Shiroudi said major air operations, including Hajj and Arbaeen flights, had been carried out without serious disruption despite the damage.

He attributed part of the reduced damage to the aviation industry to the use of dispersion and said the entry of new aircraft into the country and repairs to damaged facilities were also on the agenda.

Some radar restrictions may result in changes or rerouting of certain flights, although the restrictions do not affect all flights, Shiroudi said.

Some navigation equipment at airports has also been damaged, he said, adding that repair work was under way.

Iran oil, condensate output rises 300,000 bpd in July, EIA data shows

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Iran's oil and condensate production rose by 300,000 barrels per day (bpd) in July from the previous month to 3.91 million bpd, the US Energy Information Administration (EIA) said in its latest report, according to Tasnim news agency.

Iran's oil and condensate output had also increased by 150,000 bpd in June from the previous month, marking a second consecutive monthly rise since the start of the conflict in the Strait of Hormuz.

Iran produced 3 million bpd of crude oil and 910,000 bpd of condensates in July, the report showed. Crude oil production rose by 200,000 bpd from June, while condensate production increased by 100,000 bpd.

The signing of a memorandum of understanding between Iran and the United States after 40 days of war on April 8 and a reduction in maritime restrictions were the main factors behind the increase in Iran's oil production in July, according to the report.

The increase was also reflected in the latest data from OPEC's secretariat based on secondary sources. Iran's oil production rose by 26,000 bpd in July from the previous month to 2.478 million bpd, according to the data. Iran's output increased from 2.451 million bpd in June, keeping the country in third place among OPEC producers.

Saudi Arabia remained the group's largest producer with output of 7.352 million bpd, followed by Iraq

at 2.621 million bpd.

Total crude oil production by OPEC members rose by 1.659 million bpd in July from the previous month to 23.632 million bpd, according to OPEC data.

The Strait of Hormuz, one of the world's most important energy transit routes, has been at the center of contention between Iran and the United States since the latter waged a war of aggression with Israel against the Islamic Republic in late February.

In response, Iran closed the strait and began talks with Oman to establish a joint mechanism for shipping arrangements. The move pushed oil prices from around \$70 a barrel to above \$100, with prices topping \$110 on some days.

TPO says three foreign trade hubs remain active despite restrictions

Economy Desk

Three Iranian trade hubs outside the country's borders remain active and road transit through Iran is continuing despite wartime restrictions, a Trade Promotion Organization official said.

Ali Emami, director general of logistics and support at the TPO, told ILNA that Pakistan's Karachi port, a route through China and a route through Turkey could serve as Iranian trade hubs under current conditions.

He said the Trade Promotion Organization was using Iranian commercial attachés in neighboring countries, including Pakistan, Russia, Kazakhstan, China, Afghanistan and Iraq, to work with customs and transport authorities to develop the routes.

Use of Iran's southern ports has de-

clined because of restrictions caused by the war, and alternative routes through the Caspian Sea and by road have been considered for moving goods, Emami said.

Cargo loading and unloading at northern ports has increased by 54%, he said, adding that road routes through Pakistan and Turkey were used mainly for containerized cargo.

Emami said 73% of Iran's export cargo and 79% of its import cargo were transported by sea, making the shift of such volumes to road and rail routes difficult.

He said essential goods were being fully supplied, while some industrial and mining goods were entering the country with delays.

Iran's Southern ports remain under a US naval blockade imposed by Washington in mid-April, aimed at pressur-

ing Tehran into an agreement after a 40-day US-Israeli war that began in late February. After a pause of several weeks, the naval blockade was reinstated in mid-July. Tehran is seeking to diversify its logistics corridors to counter growing restrictions on its trade routes.

Iran's maritime transit has declined because of the naval blockade, but road transit through the country is continuing, Emami said.

The Bazargan, Bashmaq and Tamarchin border crossings are among the main entry points for transit cargo, while Dogharoun is the main exit route for transit cargo to Afghanistan, he said. Emami warned that reduced attention to the security and stability of transit routes could lead other countries to choose alternative routes in the future.

Amid Riyadh-Islamabad-Ankara ...

Can a defense agreement or regional security structure created without Iran essentially wield meaningful regional power?

Iran is undoubtedly one of the major powers in the region and must be taken into account when any kind of regional alliance or security structure is being created. However, regarding the Mecca agreement, I believe that establishing such a structure in itself faces serious challenges. The member countries are not homogeneous in terms of their political and ideological outlook or even their national interests.

Moreover, when it comes to regional security and defense cooperation, the US is above all seeking mechanisms that preserve the arms market, secure its economic interests and guarantee the transfer of energy and oil from the region.

Some member countries have suggested that Egypt and Iran could join. How do you view Iran joining the agreement?

The principle of Iran participating in regional security arrangements is in line with the policies of the Islamic Republic of Iran, because Iran has always

emphasized that regional security should be created by regional countries without the presence of extra-regional powers.

But the important issue is how the structure and command of such an alliance would be defined. One of the objectives the US pursued in the past through pacts such as CENTO, and even through counterterrorism coalitions, was to place the armed forces of regional countries within a structure under its command and control and bring them into line with its policies.

During the fight against Daesh, Iran was also asked to join the international

coalition, but it rejected the proposal because it was concerned that Iran's army and armed forces would be placed in a structure under the influence and direction of foreign powers' command. Therefore, Iran's participation in any regional arrangement must be carefully examined, and it must be clear what Iran is giving and what it is receiving in return.

If the purpose of Iran's participation in such an arrangement is to prevent the agreement from turning into an anti-Iran coalition, could Tehran's membership be the right decision?

In my view, the circumstances must be

assessed at each point in time to determine what Iran is giving and what it is receiving. But Iran is not in a position, given its military and defense capabilities, to enter just any security structure simply to neutralize a potential coalition. Even the US, with all the military capabilities and resources at its disposal, failed to achieve its objectives against Iran. Therefore, what matters is that Iran must ensure that, under the guise of a regional alliance, its capabilities and armed forces are not placed in a structure that could ultimately allow restrictions or controls to be imposed on the country's defense decisions.