

MARINE TIME

International Maritime Journal | Aug 2024 | No. 1

IRANIMEX NEWSLETTER 01



Seyyed Abbas Araghchi, Iran's Foreign Minister

The Necessity of Overlapping Activities Among Gulf Countries in the Development of the Makran Coast

Abbasnejad, The Director General of Hormozgan Ports and Maritime Organization

Record-Breaking Docking and Undocking Operations at Shahid Rajaei Port



Key Components of the Offshore Industry in Bandar Abbas:

The Offshore Industry in Bandar Abbas

IRANIMEX2024

Iran international maritime and offshore technologies exhibition

26 - 28 Nov. 2024 - Bandar Abbas





Armanik Industry



Armanik Industry was established in 2009 with the intension of aggressive and efficient marketing of various industrial and commercial products and services, particularly in the field of Air Conditioning and Refrigeration, with high and competitive quality. Our competitiveness is based on customer focused products and solutions for a various range of Industrial and Commercial applications. Marketing focused operations backed with years of experience in business have been the driving forces of this company. Our personnel are well educated and trained, continually striving for improvement Management takes customer satisfaction issues very seriously, and our personnel are competent, motivated and committed to assess and address all marketing-related aspects of our operation.



Design, Engineering & Consulting



Installation, Commissioning & Training



Maintenance, Repair & Overhaul (MRO)



Offshore & Marine HVAC+R Spare Parts



Upgrad Old Off-Shore & Marine HVAC+R System



R.22 Replacement

 **WWW.ARMANIK.COM**

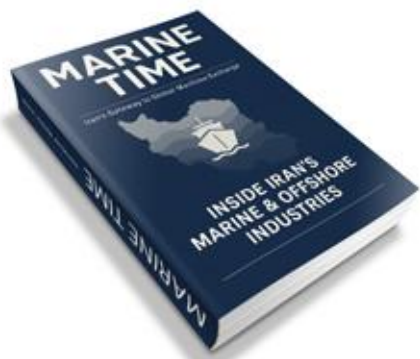
 **Info@Armanik.Com**

Contact Info

No 44, Western Street, Khoramdasht Industrial Zone, Km 20, Damavand Road , Tehran, Iran

Tel : +98 21 264 243 68

Fax : +98 21 264 246 13



***Marine Time** is a specialized international magazine published in English as the official media outlet of the Iran Marine Industries and Maritime Exhibition.*

Focusing on shipbuilding, shipping, ports, offshore energy, and marine tourism, it showcases Iran's projects, capabilities, and investment opportunities in the maritime sector. Published monthly and distributed both domestically and internationally, Marine Time serves as a gateway connecting Iran's maritime industry with the global arena.

General Manager:

Majid Izadkhah

Team Members:

Sahar Shahni, Fatemeh Nematollahi, Maryam Heydari, Razieh Nodast, Mahyar Rajaei & Iliya Izadkhah

Gratefully Acknowledging the Contribution of:

Dr. Mina Mortazavi, Eng. Golamali Zarrini, Dr. Javad Darabi, Asadollah Rahmani, Capt. Nader Ebrahimzadeh, Cdr. Amrollah Rahnama, Capt. Siyamak ZolfagharPour, Mohammad Janbaz, Mojtaba Khorami, Mehdi Mortazavi, Masoud Akbari, Hamed Akbari, Rosol Sabkar, Ramin Shakeri Almas, Morvarid Aghababaei, Kayandokht Rahnama, Mobina Ahmadi, Khosro Shirani, Ali Masihipour, Ali Vakili Azar, Reza Shahi Savandi, Maedeh Baradaran Tamadon, Avesta Rahmani & Hesam Fayaz

Editorial

Marine Tourism: Iran's Forgotten Coastal Opportunity

With over 5,800 kilometers of coastline stretching along the Caspian Sea to the north and the Persian Gulf and Gulf of Oman to the south, Iran possesses one of the most unique and untapped marine tourism assets in the region. Yet, despite its vast maritime geography and cultural richness, marine tourism remains one of the country's most underdeveloped economic sectors.

From the pristine coasts of Makran to the iconic islands of Kish, Qeshm, Hormuz, and Hengam, Iran's southern shores offer natural beauty, historic charm, and diverse marine ecosystems. These assets—combined with the hospitality of coastal communities and a rich seafaring heritage—form a powerful foundation for a globally competitive marine tourism industry.

Around the world, countries with far fewer resources have transformed their shorelines into hubs of coastal tourism, cruise operations, marina development, water sports, seafood tourism, and sustainable beach resorts. Meanwhile, Iran's potential for developing cruise routes, sea taxis, diving experiences, marine ecotourism, and waterfront hospitality remains largely dormant.

Marine tourism is no longer a luxury or a secondary sector—it is a strategic necessity. It creates jobs, diversifies national income, revitalizes coastal economies, and strengthens global perceptions of a country's openness and attractiveness. It is also a powerful tool for regional cooperation, cultural diplomacy, and environmental stewardship.

To unlock this potential, Iran needs a national roadmap focused on facilitating domestic and foreign investment, upgrading port and marina infrastructure, easing licensing for maritime leisure operators, training local workforces, and enabling public-private partnerships in coastal regions.

Marine Time believes that the future of Iran's maritime sector lies not only in industry and logistics but in smart, sustainable, and inclusive development—where marine tourism plays a central role. As we showcase Iran's maritime identity to the world, it's time we turn our forgotten shores into flourishing destinations.





Iran's Shipping Position in the Middle East



by: Zeynab
mohammadi

The Central Intelligence Agency (CIA) announced the status of the shipping fleet in the Middle East region. Meanwhile, China and several other Asian countries have the most visible changes in maritime trade patterns.

According to the announced information on the state of maritime trade, the volume moved in intra-regional routes accounted for 27.6% of world trade in 2022. And this was mostly due to the dynamic activity of intra-Asian container shipping and production supply chain, especially in East Asian countries.

Intra-Asia routes serving the intra-regional supply chain recorded the highest growth rate from 2021 to 2022. This is while China acts as a global production center and the neighboring countries of East Asia support it.

The strategy to diversify supply sources and reduce

overdependence on China is a strategy in which companies expand outside of China, but at the same time remain present there. For example, Apple, Samsung, Sony, and Adidas have moved some of their manufacturing activities from China to Southeast Asia due to labor costs and risk management considerations.

Meanwhile, the share of US container imports from Vietnam increased from 4% in 2017 to 8% in 2022, and India's share increased from 3% to 5%, but China's share decreased from 40% in 2017 to 31% in 2022.

In 2022, the trans-Pacific route, trade between East Asia (mostly China) and the United States, still dominated global container trade flows. But the total volume decreased by 6.5% in this direction. In addition, in 2021 to 28 million TEUs and in 2022 the volume on the Asia-Europe route decreased by 4.9%.

Ship Owners

At the beginning of 2023, 18 of the 35 largest ship-owning companies were in Asia. China is the second largest ship-owning country after Greece, followed by Japan (third), Singapore (fourth), Hong Kong, China (fifth), Republic of Korea (sixth) and Taiwan Province of China (eighth).

Ship owners in China own 11.04% of the world fleet and are second only to Greece with 11.8% share. Japanese ship owners own 10.73% of shares.

Singapore ranks fifth in the leading flags, followed by China in sixth and Japan in tenth. Other flags on the list include Indonesia (12), Republic of Korea (18), India (19), Vietnam (22), Malaysia (25) and Taiwan Province of China (33). The Chinese flag recorded the second fastest growth (5.4%) in 2022.

The top three shipbuilding countries, China, the Republic of Korea and Japan, accounted for 93% of newbuild tonnage delivered in 2022, with China accounting for 47% of the share.

Sea freight performance

In the third quarter of 2023, the largest economies, as measured by the Liner Shipping Connectivity Index (LSCI), were in Asia. China took the first place, followed by the Republic of Korea, Singapore and Malaysia. These countries recorded between three and five percent increase in connectivity compared to the previous year and achieved higher records in their index values.

Asian countries continue to lead in cargo handling performance. According to the Container Port Performance Index (CPPI), jointly prepared by the World Bank and S&P Global Market Intelligence, 18 of the world's top 25 ports are in Asia, including 11 in East Asia and four in West Asia. .

Yangshan Port, China ranks first in the 2022 Container Port Performance Index, up from fourth in 2021. Yangshan has invested in its cargo handling operations, developed automation and increased the interoperability of its system.

The status of the shipping fleet in the Middle East region

According to these statistics, last year (2022), Iran had 32 bulk carriers, 31 container ships, 393 general cargo ships, 83 oil tankers and 403 ships of other types.

In this way, among the countries that are lower than Iran in this respect, we can mention America, Brazil, Portugal, Denmark, Canada, Germany, Australia, France, Bangladesh, Spain, and Switzerland.

According to the chart announced by this organization, after Turkey, Iran is the second power in the region in this sector and the 25th country in the world, and after Iran, the UAE is with 636 ships.

Iran's shipping fleet is more than twice that of Saudi Arabia's shipping fleet with 413 ships, and this country has been introduced as the third maritime trade power in the Middle East region.

Bahrain with 190 ships and Kuwait with 166 ships are ranked fourth and fifth respectively. Qatar with 123 aircraft, Iraq with 75 aircraft, Oman with 57 aircraft, Lebanon with 49 aircraft and Jordan with 35 aircraft were ranked next.



● Iran is one of the top 2 countries in the Middle East in terms of the number of commercial ships

At the same time, Iran is among the top 2 countries in the Middle East and West Asia in terms of the number of commercial ships.

According to the statistics published by the American Central Intelligence Agency for West Asian countries, Iran has 942 commercial ships after Turkey with 1,237 ships.

The total number of active commercial ships in the Middle East region analyzed in this report in 2022 amounted to 4,398 ships, and more than a fifth of these ships belonged to Iran.



In 2022, the trans-Pacific route, trade between East Asia (mostly China) and the United States, still dominated global container trade flows. But the total volume decreased by 6.5% in this direction. In addition, in 2021 to 28 million TEUs and in 2022 the volume on the Asia-Europe route decreased by 4.9%.

Record-Breaking

Docking and Undocking Operations at Shahid Rajaei Port

The Director General of Hormozgan Ports and Maritime Organization announced that the operational team at Shahid Rajaei Port set a new record by performing 47 docking and undocking operations in a single day this year.

Hosein Abbasnejad stated today that the operational team at Shahid Rajaei Port achieved a new record by performing 47 operations in a 24-hour period and 1,100 operations in a month.

He added that Shahid Rajaei Port, as the busiest commercial port in the country, has consistently handled the highest number of vessel transits and provided extensive pilotage and tug services. Additionally, due to its proximity to ports such as Shahid Bahonar, the Persian Gulf Metal and

Mining Industries (Steel Pier), the shipbuilding complex, and the ports of Qeshm (Hara, Kaveh, and Salakh) and Khameer, the operational team extends services to these ports, covering a coastal area of 40 miles.

The Director General also mentioned that, beyond the neighboring ports, necessary services such as pilotage and tug assistance are provided to other ports in the province, including Bandar Lengeh, Kish, Parsian, and Kouh Mobarak, within a range of 290 miles.

Abbasnejad highlighted the achievement of 47 docking and undocking operations within a single day and stated that with the ongoing increase in equipment and new personnel, more records are expected to be set in the future.





Over 1.7m TEUs of goods loaded, unloaded in Shahid Rajaei port

As announced by a provincial official, 1.708 million twenty-foot equivalent units (TEUs) of goods were loaded and unloaded in Shahid Rajaei port, Iran's largest and most-equipped container port, during the previous Iranian calendar year 1402 (ended on March 20).

Based on the data released by Transport and Urban Development Ministry, loading and unloading of goods in the ports of Iran rose 17 percent during the past year.

The ministry's data show that loading and unloading of goods in the country's ports reached 152.91 million tons in the previous Iranian calendar year, while the figure stood at 130.69 million tons in the preceding year.

During the said year, loading and unloading operations in the container sector reached 2.1 million twenty-foot equivalent units (TEUs) with a weight of 24.57 million tons, which was 13.5 percent more than the 1.85 million TEUs in the Iranian calendar year 1399, the report said.

The loading and unloading of goods during the previous year also grew by 12.8 percent in the dry bulk sector, while in the liquid bulk sector the figure increased by 12.6 percent, in the general cargo sector rose by 13.1 percent, and in the petroleum sector grew by 22.5 percent.

While Iran is combating the U.S. unilateral sanctions on its economy, the country's ports as the major gates of exports and

imports play a significant role in this battle. This role makes all-out support to ports and more development of them serious and vital.

Such necessity has led the government to define projects for more development of the ports and also take some measures to encourage investment making in ports, in addition, to facilitate loading and unloading of goods, especially basic commodities, there.

It is worth mentioning that Iran's Ports and Maritime Organization (PMO) has defined a high number of projects to develop and improve the country's ports, as the country aims to double the capacity of its ports in a course of five years.

According to Ports and Maritime Organization, the capacity of the country's ports has increased from 180 million tons in the Iranian calendar year 1392 (ended in March 2014) to 250 million tons in 1399 (ended in March 2021).

Enjoying the most modern container terminals and port equipment, Shahid Rajaei accounts for 85 percent of the total loading and unloading at the Iranian ports.

Given its significant role in the country's import and export of products as well as transit and transshipment via Iran, the development of Shahid Rajaei Port has been among the most important development projects in the country.

The Necessity of Overlapping Activities Among Gulf Countries in the Development of the Makran Coast

Iran's Foreign Minister stated that the overlapping activities of Gulf countries can contribute to the development of the Makran coast.

Seyyed Abbas Araghchi spoke about the development of the Makran coast, saying, "Over the past three years, my academic work has increased, and I have become more interested in maritime-based development. The development of the Makran coast cannot happen in isolation. We must move towards regional cooperation. The countries on the other side of the Persian Gulf, whose overlapping activities can help in the development of the Makran coast, play an essential role."

He added, "This is a treasure in Iran's hands. We have 700 kilometers of coastline in Makran, a region full of wealth. The development of ports is on the government's agenda, and we are doing our part to contribute."

Regarding transit routes, the Foreign Minister said, "Iran holds a prominent position in terms of transit routes. We have underutilized these transit opportunities. Existing delays have caused the routes to shift. It is the government's duty, and the Ministry

of Foreign Affairs is doing its part to complete these routes and develop capacities."

Speaking about relations with China and Russia, the Foreign Minister said, "China and Russia are our close friends, and our partnerships with them are strategic. These two countries stood by us during difficult times and sanctions. We will strengthen and expand our relations with China, Russia, and our other friends. We have designed a 25-year outlook with China, and with Russia, we have a 10-year program in place, with negotiations underway for a 20-year plan. Our relations with these two countries will continue."

Araghchi also pointed to Iran's membership in the Shanghai Cooperation Organization (SCO) and BRICS, emphasizing the activation of capacities in this regard. He said, "One of our key discussions is economic diplomacy. I believe the Ministry of Foreign Affairs must align with the country's economic progress. The ministry's role is to pave the way for economic actors. We must remove obstacles, create facilities, and explore new political opportunities."



"This is a treasure in Iran's hands. We have 700 kilometers of coastline in Makran, a region full of wealth. The development of ports is on the government's agenda, and we are doing our part to contribute."



The Offshore Industry in Bandar Abbas



by: Fatmeh
Nematollahi

The offshore industry in Bandar Abbas is a crucial sector of Iran's economy, directly linked to the country's oil and gas industry. Due to its unique geographical location on the Persian Gulf coast and its proximity to vast oil and gas reserves, Bandar Abbas has become a central hub for offshore activities.

Key Components of the Offshore Industry in Bandar Abbas:

1. Drilling and Extraction Bases: Offshore oil and gas drilling and extraction bases are located near the coasts of Bandar Abbas. These facilities are vital for extracting oil and gas from marine fields.
2. Offshore Oil and Gas Platforms: Large offshore platforms in the region are used to extract oil and gas resources from beneath the seabed. These platforms are typically equipped with advanced

and complex systems for drilling, extraction, and the transportation of oil and gas.

3. Oil and Gas Terminals: Bandar Abbas hosts multiple terminals for loading and exporting oil and gas extracted from offshore fields. These terminals play a key role in exporting Iran's energy resources to other countries.

4. Related Industries: Alongside direct oil and gas activities, other industries such as petrochemicals, refineries, and factories producing equipment needed for offshore operations are active in Bandar Abbas.

Bandar Abbas' Role in the Offshore Industry

As one of Iran's largest ports, Bandar Abbas plays a crucial role in the country's energy supply chain. Due to its access to the Persian Gulf and proximity to oil and

gas fields, it holds strategic importance. Additionally, Bandar Abbas is an industrial center with advanced maritime and land transport infrastructure, essential for supporting offshore operations.

Challenges and Opportunities

Some challenges facing the offshore industry in Bandar Abbas include the need for advanced technologies, environmental management, and international sanctions. However, numerous opportunities also exist, including expanding international cooperation, developing new technologies in offshore extraction, and investing in new infrastructure.

Overall, the offshore industry in Bandar Abbas plays a vital role in Iran's energy economy, and given the country's vast oil and gas resources, this region will continue to be a key hub in the industry.

ISO 9001 CERTIFICATION
(NQA CERTIFICATION LIMITED)

NQA
ISO 9001
REGISTERED COMPANY

EN IEC 60079-19:2019
(IEP ATEX CERTIFICATION)

IEP
ATEX

RECOGNITION FOR BV MODE II SCHEME
(BUREAU VERITAS CERTIFICATION)

BUREAU
VERITAS

MARINE WANTS

Love

MARITIME RESPECT

SAYGI
Shipping & Electric Co.

saygielectric.com

REFERENCES



BOGAZICI

GURDESAN

Gestas

İLTEKNO

ULUSOY



ARKAS

KIRAN
HOLDING A.Ş.

TK TUZLA shipyard

FATİH OFFSHORE
HİZMETLERİ VE YATIRIMLARI A.Ş.

NEW BUILDING

- Ferryboat
- Live Fish Carrier Vessels
- Anti Oil Pollution Tugboat
- Tankers
- Dry Cargo Vessels
- Pilot Boats
- Longliner
- Dry Dock



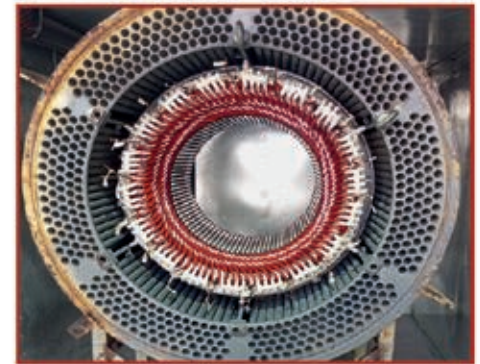
MANUFACTURING

- Automation Systems
- Bow Thruster Control Systems
- Engine Telegraph Systems
- Navigation Light Panels
- Console Production
- Tank Level Control Systems
- Valve Control Systems
- Signal Light Coloumn
- Bearing Heating Tools
- MSB & ESB
- Electrical Project - Design Service



REPAIR AND MAINTENANCE

- Conversion of Vessels
- Repair / Maintainment Service
- Authorized Technical Service
- Test and Calibration Service
- Electronics Maintenance Service
- H.V./L.V. Engine & Generator Copper Winding



COLLABORATIONS



GESAN
ELEKTRİK



HEAD OFFICE

Aydintepe Mh. Gemdok San.Sit. Güzin Sk. No:17/C3 Tuzla / İSTANBUL

satisplanlama@saygielectric.com +90 216 392 60 21 +90 545 580 94 07



SAYGI

SAYGI



KALENDER

MAKİNE ELEKTRİK OTOMASYON SAN. TİC. LTD. ŞTİ.



POMPA ÜRÜN KATALOĞU



HAVALI DİYAFRAMLI POMPA

SATIŞ & TAMİR & YEDEK PARÇA



AIR DIAPHRAGM PUMPS

SALES & SERVICE & SPARE PARTS



DRUCKLUFT MEMBRANPUMPEN

VERKAUF & ERSATZTEILE & REPARATUR



POMPE PNEUMATICHE MEMBRANA

VENDITE & RIPARAZIONE & RICAMBI



Flamingo
Water Sports

Water Sports Equipments Supplier



Paddleboarding & Surfing
Swimming, Diving, Boating
Fishing, Rafting & Adventure



📍 Flamingo Store, Vali-Asr Square, Bushehr, Iran

🌐 www.redflamingo.ir

☎ +98 930 029 2540

DEDEPU

MYBOAT

DANA

STARBOARD

SKATER

AQUA MARINA

WAVE

MAZUZEE

Inflatable Boats

Flat and white water

Our professional boats with advanced design and excellent performance for different uses, such as: rafting, fishing and recreation, with innovative multi-part design, guarantee safety at the highest level.



Various accessories



CHABAHAR

PORT & FREE ZONE



by: Maryam
Heydari

Investment Paradise

within Thousands of Opportunities and Advantages



Chabahar free zone is regarded as western investment paradise of Islamic Republic of Iran in fields of business, commercial, transit, agriculture and tourism with thousands of opportunities, exemptions, advantages and bright future that owns a market worth about millions and available infrastructure in favor of domestic and foreign investors.

Since Chabahar is near populous countries such as India, Pakistan, Afghanistan, Middle eastern countries and states of Persian Gulf and Gulf of Oman as the biggest sources of world's energy and easy access to mainland of Iran, it has the best opportunities and advantages for domestic and foreign investors.

Chabahar free zone is located on the safest and closest route to global markets and its multimodal transportation links through aviation, road and marine are other advantages of this port.

Many facilities and advantages had been considered in favor of investment in Chabahar Free Zone, such as guarantee of investment according to the law of encouragement and supporting foreign investments in Iran and the possibility of transferring 100 percent of the capital and the profits gained by the assigned foreigners' actions out of the country.

100 percent tax exemption on income and properties within 20 years which is renewable, exemption from importing duties on machinery and raw materials used by production units,

the exclusion of public regulations of export and import for manufactured products of any region and customs exemption on manufactured products of industrial units in the region for export to the mainland with the same value of VAT used for domestic raw material are regarded as other advantages of this free zone.

The investors in Chabahar Free Zone can get help from foreign labor for the 10 percent of whole labor in the zone and the investor is also allowed to retail the goods.

Chabahar has the great opportunity for investment and is regarded as East development-oriented gate. Specialized advantages have been considered to Chabahar Free Zone in order to encourage investment that can be beneficial for implementing any idea.

Chabahar with geographical and strategical position is exposed to international waterways and situated near international vessel lines, and is the solitary Iranian trades port out of Strait of Hormuz.

This zone is the connecting point of east corridor of Iran to high seas, closest port to Central Asian and Afghanistan markets and it provides easy access to fossil fuels, building materials, various minerals in the east of Iran.

Other advantage of Chabahar Free Zone is purchase and long-time rent facilities for foreign investors that can own 100 percent of foreign companies' shares.

There exists flexible rules and regulations in the labor field of Chabahar Free Zone and un-loading, loading, transit, transship and exemption from customs duties are allowed for investors with the exception of storage and transportation expenses.

There is the possibility of using bank facilities to carry out investment projects and the chance to establish bank and domestic or foreign insurance or even their branches in Chabahar Free zone.

A 6-month visa for foreign investors with extension possibility is issued and visa issuance can also be done through the representative of the Ministry of Foreign Affairs.

Introducing 100 investment packages in Chabahar Free Zone

Improving Chabahar Free Zone and turning it into the main center of transportation in the development-oriented east of country framework, connection the rail and gas network, the possibility of structuring downstream industries with the beginning of heavy industries such as petrochemical industry, steel and building international airport are some of future opportunities in Chabahar free zone and port, Chairman of the Board and CEO of Chabahar free zone institution stated.

9 specialized towns including date processing, automotive industries, fisheries, Information and Communications Technology, agriculture and food production industries, chemical, logistics, renewable energies and medical town are ready to be assigned to the investment private sector, he added.

In a ceremony with the attendance of vice-president, 700 investment packages in the commercial-industrial and economical free zones with the value of 430 thousand billion Tomans have been unveiled and Chabahar's share is 100 investment packages with the value of 500 thousand billion Rials.

Honoring investors and facilitating investment processes are the most important factors in respect to the capital and the process of facilitation should reach the point that investors don't get involved with bureaucracy, he mentioned.

Chairman of the Board and CEO of Chabahar free zone institution stating that investors should feel that the government and custodians support them and no obstacle is on their ways, they said: managers and officials of Chabahar free zone must seek close relations with investors and encourage them so they have assurance and peace of mind.

He regards sea-oriented economy as one of main opportunities for country development and stated: Chabahar can operate as the prior factor of country's sea-oriented economy since it has access to the sea.

Investment package includes wide range of economic, industrial, commercial, service and agricultural functions that the most important branches of them include mineral and metals, handicrafts, polymer, chemical and petrochemical, cellulose, textile and leather, electricity and electronic, household appliances, cars and engines, medicine and medical equipment, agriculture and fisheries, cryptocurrencies, aerospace, information technology, cultural, logistics, residential, office and commercial and tourism industries, Moghadam said.

Areas of Investment in Chabahar Free Zone

Chabahar Free Zone, located along the southeastern coast of Iran by the Arabian Sea, is strategically positioned and offers significant investment opportunities across a range of sectors. Key areas of investment in the Chabahar Free Zone include:

1. Port and Logistics Development

- Port Infrastructure: Expansion of port facilities for cargo handling, storage, and transshipment.
- Logistics Hubs: Establishing distribution centers, warehouses, and transportation services to facilitate trade with Central Asia, the Middle East, and beyond.
- Transport Connectivity: Investments in road, rail, and air transport infrastructure to enhance connectivity with regional markets.

2. Petrochemicals and Energy

- Refining and Processing: Building refineries, petrochemical complexes, and LNG processing plants.
- Energy Storage and Distribution: Establishing fuel storage depots and export facilities for oil, gas, and other energy products.
- Renewable Energy: Developing wind, solar, and tidal energy projects to meet the zone's power needs and support green initiatives.

3. Manufacturing and Industry

- Light and Heavy Industries: Setting up manufacturing units for automotive parts, electronics, and machinery.
- Construction Materials: Factories producing cement, steel, and other materials to support regional development.
- Food Processing: Investing in agro-industrial complexes for packaging and processing agricultural products for export.

4. Agriculture and Fisheries

- Aquaculture: Investment in sustainable fish farming and seafood processing facilities for local and international markets.
- Agribusiness: Growing crops suited to the region's climate and establishing cold storage and export systems for fruits, vegetables, and other produce.

5. Tourism and Hospitality

- Resorts and Hotels: Developing beachfront resorts, hotels, and eco-tourism facilities to attract both regional and international tourists.
- Recreational Activities: Investments in water sports, cultural centers, and entertainment parks that leverage Chabahar's natural beauty and climate.

Decreasing Caspian Sea Water and Maritime Trade



by: Fatemeh Nematollahi

The threat of the annual decrease of Caspian Sea water on the maritime trade of the region

The academic elites and experts believe that one of the least discussed aspects of the damages caused by the reduction of the Caspian water level is its commercial and economic damage, which if the Caspian Sea water level reduction procedure continues, it is considered a serious threat to trade among the Caspian border countries.

They consider the existing damages to Russian countries as well as North Caspian countries more due to the low depth of the coast. The Iranian Space Agency, checked the status of the water level of the Caspian Sea by using satellite images and confirmed the decrease in the water level of this sea.

According to the statistics of the National Research Center of Caspian Sea, since 1996, the water level of this sea has decreased about 2 meters. And also, the water level of this sea has decreased about 26 cm in the last year.

Based on the studies conducted in 2017, it was found that the Caspian water will have a great regression by 2050, which is due to climate change. This regression causes a reduction of 20 to 25 percent of the Caspian area in the northern part.

The results of these studies have also shown that only in the years 2013 to 2023, the water level of the Caspian Sea has decreased by about 50 centimeters, which has led to the regression of the sea from 10 meters to 100 meters on different coasts.

The effects of retreating and reducing the level of the Caspian Sea are creating challenges in infrastructure, economic and social usage, disrupting the activity process of ports and seafaring, fishing and fisheries, drying up the water resources related to the Caspian Sea, and increasing the coastal area.

The threat to Caspian maritime trade is serious

Due to the low depth of the Russian coast, in the further regression of the Caspian water, the country that will suffer the most is Russia, and hundreds of kilometers of the coast of this country will be useless, and if this practice continues, hundreds of kilometers of the Caspian coast will be lost until the end of the century.

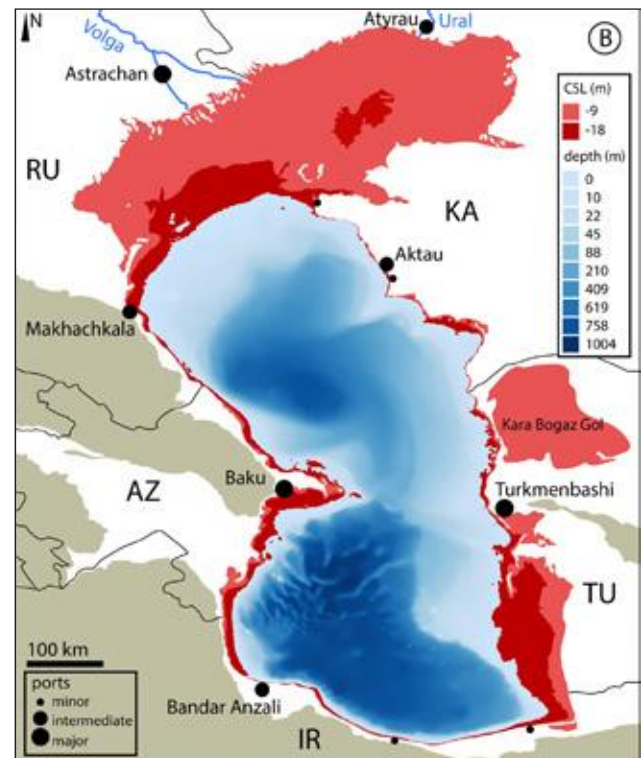
The depth of the Caspian Sea next to the Russian coast is between four to five meters, and a further decrease in the water level of this sea will put many Russian ports aside of business. Currently, due to the shallow depth of the coast, only 70% of the capacity of Russian ships are loaded.

By making a declaration, the World Bank warned against the decrease in the water level of the Caspian Sea and its

consequences for the construction project of the coastal ports of this lake.

The World Bank has specifically mentioned the two coastal ports of Alet in the Republic of Azerbaijan and Aktau in Kazakhstan and has emphasized that if the level of the Caspian Sea continues to decrease for 2027, great problems will arise in the process of building the coastal ports of this lake.

Meanwhile, the Republic of Azerbaijan, Kazakhstan and Turkmenistan have made huge investments to build their coastal ports in the past years. On the other hand, the Middle Corridor of China's Belt and Road, which is called the Trans-Caspian Corridor, also passes through this sea.



The Sound of the **Largest Maritime Event** in Iran

I am pleased to announce to the esteemed maritime community of Iran that the International Maritime and Shipping Exhibition, IRANIMEX2024, will be held from November 26 to 28, 2024, in Bandar Abbas, the maritime capital of Iran.

The Islamic Republic of Iran, with its geo-economic position in the Persian Gulf, Strait of Hormuz, Oman Sea, and the Caspian Sea, and with over 70% of the world's oil and gas reserves and nearly 5,800 kilometers of coastline, is considered one of the largest maritime markets in the region and the world.

We are confident that IRANIMEX, with

more than 300 companies from around the world and over 7,000 visitors, will bring together leading companies and maritime industry experts, offering unique opportunities to showcase innovations, network with industry peers, and gain valuable insights and connections.

To confirm your participation or for more information, please contact us at your earliest convenience. We look forward to your positive response and to welcoming you to IRANIMEX2024 in Bandar Abbas.

Majid Izadkhah
IRANIMEX Exhibition Director



Advantages of the **Bandar Abbas** Maritime Exhibition at a Glance:

1. The main coastal province in the country with a concentration of marine industries.
 2. Home to the largest commercial and container port in Iran, located in Bandar Abbas.
 3. Location of the largest shipbuilding yard in Iran, situated in Bandar Abbas.
 4. The highest number of specialized visitors to the maritime exhibition in Bandar Abbas.
 5. Opportunities for visits to Shahid Rajaei Port, shipyards, and ISOICO shipbuilding facilities.
 6. Concentration of major maritime organizations and companies in Bandar Abbas.
 7. Easy transportation and accommodation due to its location on the mainland.
 8. Proximity to Qeshm Island, home to numerous maritime companies and shipbuilding facilities.
- And more...



Completion of Phase Two of Chabahar Port Development Requires \$450 Million Investment

The completion and equipping of Phase Two of the Chabahar Port development requires an investment of approximately \$450 million, with a priority on private sector involvement.

Ghasem Asgari Nasab, the Director General of Ports and Maritime Affairs of Sistan and Baluchestan, stated that alongside Chabahar's strategic advantages, efforts must be made to improve two indices: logistical development and increasing Chabahar's accessibility to the international transportation network.

He added that certainly, the construction and equipping of Shahid Beheshti Port in Chabahar, as the main driver of development, play a crucial role in connecting and linking to the sea, but this alone is not sufficient for the desired development outlined in higher-level documents.

Regarding the obstacles to the development of Chabahar Port, the director general explained that the development path for Chabahar Port (Shahid Beheshti and Shahid Kalantari Ports) is specifically aligned with higher-level documents such as the Marine Economy Development Plan, the Makran Coast Development Plan, and the Eastern Axis Development Plan, initiated by the expansion of Shahid Beheshti Port.

He noted that the port capacity established at Chabahar will significantly impact the region's economic development by creating industrial centers like steel and petrochemicals

through supporting their supply chains, which will be a step toward development.

Asgari Nasab continued, stating that with the development of Shahid Beheshti Port, the infrastructure for providing port services for docking vessels and loading and unloading various goods has been established, and following the port's expansion, investments in petrochemical and steel industrial units adjacent to the port are underway.

He further mentioned that nearly 18 years have passed since the groundbreaking of the project connecting Chabahar to the national rail network, and this project is still not completed. Connecting this port to the rail network is expected to increase its operational capacity by 5 to 7 million tons per year.

The director general added that the railway system and port capacities will facilitate economic growth only if they lead to the creation of competitive advantages.

He explained that the role of transportation activities in all transportation models is to reduce logistical costs and opportunity costs in the total production cost of industrial units, imports, exports, and goods transit.

Asgari Nasab emphasized that the physical development that has occurred will further grow and develop if energy sector needs are met reasonably and sustainably, with integrated management aimed at improving logistical indices and

eliminating barriers to accessing global transport markets.

Regarding the investment needed for port development, he reminded that Chabahar Port's infrastructure development includes the construction of quays, breakwaters, dredging, and foundational facilities like water, electricity, and fire services, with some equipment for loading and unloading goods already secured.

The director general stated that two scenarios are feasible for continuing developmental activities. The first scenario involves investing in the first phase of the development plan in the logistics sector, including terminals and specialized quays for mineral, oil, petrochemical, grain, and containerized goods.

He explained that by developing terminals and providing specialized services, productivity from the infrastructure will increase, enabling services at a world-class level.

Asgari Nasab continued that some of the contracts have been financed through state capital resources and private sector investment, with developmental plans in place. Our capital requirement prediction for this sector is about 180 trillion rials.

He added that the second phase of development involves increasing the current port capacity from 8.5 million tons to 30 million tons, with the completion and equipping of the second phase of the development plan being a priority.

The director general highlighted that port infrastructure has two significant impacts on the macro economy of the country. Firstly, the establishment of attractive port infrastructure will draw investment from both domestic and foreign private sectors. Certainly, apart from creating direct employment in port activities, the employment and economic growth in this sector will positively affect the country's GDP.

He further elaborated that the second impact will be on the supply chain of goods. Appropriate port infrastructure will have a crucial effect on the cost of goods, as a significant portion of the total price of both manufactured and exported/imported goods comprises transportation and supply chain costs.

The director general emphasized that Chabahar's unique position is a significant advantage, but collective effort must focus on enhancing the competitive advantage of Chabahar Port.

He stressed that most of these indices in the realm of managerial activities and streamlining operations can be achieved through synergy, coordination, and collaboration among all governmental and private sector entities. Additionally, attention should not be overlooked in utilizing new technologies in the transportation sector.



The impact of the port capacity created in Chabahar on the region's economic development, through the establishment of major industrial centers such as steel and petrochemicals by supporting the supply chain of these industries, is exactly in line with the path of development.

What has happened with the development of Shahid Beheshti Port is that the infrastructure for providing port services, such as docking ships and loading and unloading various goods, has been established. Following the port's development, investments in constructing petrochemical and steel industrial units are also being implemented in the vicinity of the port.



Increasing the Container Capacity of Shahid Rajaei Port to 8 Million TEU Containers



Abbasnejad Announced: Creation of Two New Port Complexes in Eastern and Western Hormozgan

Hossein Abbasnejad, while explaining the major and leading projects under implementation in the ports of this province, said: "The creation of the new Lengeh Port Complex, the Makran Port Complex with the establishment of logistical platforms, and the development of smaller ports, including Larak, Jask, Greater and Lesser Tunb, Gorzin, Boostano, Pol, and Tiab, are among the major projects currently underway."

He continued, "Additionally, the development of passenger ports, including the expansion of Shahid Haghani Port, the expansion of Hormuz docks, and the development of Shahid Zakari Passenger Port in

Qeshm, are other leading projects being carried out in Hormozgan Province."

The Director General of Hormozgan Ports added: "The renovation and strengthening of the passenger fleet by adding 50 vessels, construction of three ramps at Qeshm's tourist hubs, and the development of Shahid Rajaei Port, including the oil rail shunting yard for providing better services to transit shipments, the development of oil docks to support bunkering activities, and the development of a fruit packaging center to create added value, are other significant projects."





Shahid Rajaei Port Development Project

Regarding the Shahid Rajaei Port development project, Abbasnejad stated: "Increasing container capacity from 3.6 million TEU to 8 million TEU, creating a competitive advantage in the region with the ability to accommodate the new generation of 18,400 TEU ships, increasing the number of suction devices at Shahid Rajaei Port, constructing an overpass to the support lands of Shahid Rajaei Port, and constructing a flood channel to guide water in the western lands of Shahid Rajaei Port are among the development plans for this port."

2,400-Hectare Shahid Rajaei Port Lands

Abbasnejad, referring to the continuation of the third phase of the Shahid Rajaei Port Complex development, said: "Construction of two diaphragm quay posts of 900 meters in length with the installation of 1,400 SCN fenders, produced for the first time in the country, dredging operations of over three million cubic meters, securing a draft depth of 17.5 meters, and increasing the operational areas of the container terminals by

76 hectares are among the key highlights of this phase."

He added, "The construction of more than 10,000 square meters of operational buildings, completion of the refrigerated container yard related to the third phase with a capacity of 520 TEU, reactivation of the old container terminal at Shahid Rajaei Port with the use of five gantry cranes, and completion and operation of the oil dock development plan with a capacity of 30 million tons are other notable aspects."

Construction of Three Dolphin-Type Oil Berths

The Director General of Hormozgan Ports and Maritime Affairs, highlighting other activities, stated: "The construction of three dolphin-type oil berths with all necessary equipment, construction of an access bridge and roadway on the breakwater, and pipelines to each berth, the inauguration of the surface water drainage channel at the eastern entrance overpass of the port, the completion of the overpass to the support lands, the completion of major repairs on the A and C axes, and the continued major repairs of the transit warehouses



2024

GESAN

MARINE

Preface

GESAN has been manufacturing marine lights for more than ten years. Our manufacturing plant is located in Tuzla, İstanbul.

Our Products

Gesan Marine Lighting offers state-of-the-art, high-quality products for enhanced safety and efficiency in marine life.

Explore our evolving range, tailored to meet your marine electrical needs.



POWER PLANT SOLUTIONS

- Installation of new power plants EPC.
- Dismantling and relocation of energy facilities.
- Seamless transfer operations.
- Power plant installation consultant.
- High-quality maintenance services.

VEMARINE
ENERGY

BEYOND ENERGY SOLUTIONS

- Overhauls, maintenance, and repair of marine engines and systems.
- On-site reconnections, commissioning, and systems packaging services.
- LNG stations installation.
- In-situ machining.
- OEM and reliable supply of spare parts

www.vemarine.com

info@vemarine.com +90 850 800 69 18

Maslak Mah. Dereboyu Cd. Meydan Sk. No:1 Beybi Giz Plaza K:8 D:27 Sarıyer / İstanbul



are other activities that have been carried out.”

The Director General also emphasized that in addition to constructing, completing, and developing the necessary infrastructure and superstructure at Shahid Rajaee Port, three key and strategic projects are being implemented according to schedule, with the goal of capacity building in commercial operations through three ongoing infrastructure projects.

Major Strategic Projects in Shahid Rajaee Port

Abbasnejad elaborated on the features, objectives, and benefits of these projects, stating that the construction of the first mechanized grain terminal in Hormozgan Province, with a capacity of 150,000 tons and private sector investment of 15 trillion rials (about \$1.5 billion), is underway at Shahid Rajaee Port. This terminal, spanning 66,000 square meters, will create jobs for 300 people in the province.

The Director of Shahid Rajaee Special Economic Zone announced that this project has reached 13% completion. Once completed, the terminal will enhance the standard for unloading, loading, and storing grains, as well as the speed of port operations in the special economic zone of Shahid Rajaee Port.

Abbasnejad also noted that this investment in the country's largest commercial port will pave the way for the construction of 12 concrete grain silos with a capacity of 150,000 tons, the purchase of two rail suction devices with a capacity of 600 tons per hour, and the construction of 360 meters of conveyor belts. He also referred to the overhaul of bridges at Shahid Rajaee Port, which is currently 40% complete. This project, covering five internal and road bridges within the port complex, was initiated due to the over 40-year age of the bridges and the changes in loading regulations. The comprehensive repairs have been prioritized by the civil engineering unit of the Ports and Maritime Administration.

The Director General announced that the total cost of this project exceeds 4.4 trillion rials (about \$100 million), with the goal of improving the operational capacity of Hormozgan's ports by increasing operational norms from 11% to 14%.

Increasing container capacity from 3.6 million TEU to 8 million TEU, creating a competitive advantage in the region with the ability to accommodate the new generation of 18,400 TEU ships, increasing the number of suction devices at Shahid Rajaee Port, constructing an overpass to the support lands of Shahid Rajaee Port, and constructing a flood channel to guide water in the western lands of Shahid Rajaee Port are among the development plans for this port.

He explained that the repairs of the five internal bridges at Iran's largest commercial port are being carried out using prefabricated beams and reinforced foundations with the help of domestic expertise and knowledge-based companies. He predicted that the project would be completed and ready for operation by August 2025.

Mechanized Bulk Mineral Terminal in Shahid Rajaee Port

Abbasnejad added that the mechanized bulk mineral terminal in the western part of Shahid Rajaee Port, with about 11% progress, is being constructed to facilitate bulk material transport and reduce transportation costs.

In this project, trains will park in a designated area in the port, unloading and loading operations will be fully mechanized. Currently, the total rail freight capacity of Bandar Abbas is about 4 million tons, but with the implementation of this project, the capacity will increase to 20 million tons, improving overall rail transport efficiency by 35%.

It is noteworthy that in the comprehensive plan for Shahid Rajaee Port, maritime projects include the construction of new oil and service docks, development of access channels, and on the port side, projects such as the expansion of oil pipeline corridors, construction of a 100,000-ton grain transit silo, construction of three container terminals, and the creation of a mechanized goods terminal and development of the first phase of industrial logistics lands have been defined.

Rezayi Kochi, head of the Parliament's Construction Commission: **Parliament's Support for the Programs and Goals of the Ports Organization**

Rezayi Kochi, head of the Parliament's Construction Commission, emphasized that in most countries, major cities with strong economies are located along coastal areas. He stated, "So far, we have not been able to fully utilize the marine economy in the country. Unfortunately, not only have we failed to capitalize on the maritime economy, but the poorest segments of society also reside in coastal areas."

Rezayi Kochi stressed the need for a better understanding and awareness of the sea-based economy in the country. He said, "Iran's ports are physically well-developed, but their commercial potential has not been fully utilized."

Regarding the focus on the sea-based economy in the Seventh Development Plan and Parliament's support for the plans and objectives of the Ports and Maritime Organization, he said: "In the draft of the Seventh Development Plan, the government and the Ministry of Roads and Urban Development have included strong provisions for the Ports

and Maritime Organization, which will enhance the organization's status."

He noted that Iran's maritime zones are among the nation's political strengths and economic growth potentials, which is why Iran has always been seen as a key global player. With proper planning and innovative, updated strategies, this role can be strengthened further.

The Supreme Leader of the Islamic Revolution, in accordance with Clause 1 of Article 110 of the Constitution and after consultation with the Expediency Discernment Council, issued general policies for sea-based development to the heads of the three branches of government and the head of the Expediency Council.

According to this directive, the executive branch, with the support of the Parliament and the judiciary, is required to mobilize the responsible organizations and present a comprehensive plan to realize these policies, including the submission of bills, approval of regulations, and necessary executive actions, within six months.



"Iran's ports are physically well-developed, but their commercial potential has not been fully utilized"



Minister of Industry, Mine and Trade Announced: Transfer of 2 Billion Cubic Meters of Seawater to Central Iran

The Minister of Industry, Mine and Trade announced plans to transfer 2 billion cubic meters of desalinated seawater annually to the central desert of Iran.

Seyed Mohammad Atabak emphasized that Iran, with over 5,000 kilometers of coastline, has significant potential for further developing its sea-based economy, and it is essential to utilize these capacities effectively.

He highlighted the importance of the sea from various economic, security, and scientific perspectives, stating that to fully harness these marine resources, a scientific approach is necessary, with universities playing a crucial role.

The Minister stressed that universities should focus on marine-based disciplines and develop related technologies, fostering knowledge-based companies in the marine sector. Atabak pointed out the role of the sea in providing drinking water and announced a special program for desalinating 2 billion cubic meters of seawater annually for transfer to central Iran.

He also discussed the importance of developing the maritime fleet and the investment opportunities in this sector, noting that to achieve these investments, risks must be mitigated. There is potential for projects worth up to \$20 billion in fleet development, \$10 billion in fisheries, and \$50 billion in offshore sectors.

He reiterated support for the private sector in developing the fleet and marine industries, mentioning that the country is capable of producing marine engines ranging from 3,000 to 4,000 horsepower and manufacturing direct drive turbines, with plans for further development in collaboration with private enterprises.

Examining comprehensive policies for marine development, identifying opportunities, challenges, and solutions, fostering interaction between government and the private sector to strengthen marine-based value chains, and promoting the marine economy are key objectives. These initiatives could be central themes for selected maritime events and executed accordingly.



importance of developing the maritime fleet and the investment opportunities in this sector, noting that to achieve these investments, risks must be mitigated. There is potential for projects worth up to \$20 billion in fleet development, \$10 billion in fisheries, and \$50 billion in offshore sectors.

Fatemeh Jarareh, Representative of the People of Bandar Abbas:

ISOICO is an Example of Faith in Domestic Capabilities

Human resources play an undeniable role in the growth and development of this industry. Therefore, considering the challenging nature of their work, they must receive special support in terms of salaries and benefits, and there should be no delay in the payment of employees' wages



The representative of Hormozgan province in the Islamic Consultative Assembly, during her visit to the Iran Shipbuilding & Offshore Industries Complex (ISOICO), emphasized the importance of supporting the workforce in this sector and increasing the employment share for local residents.

Fatemeh Jarareh, representative of the honorable people of Bandar Abbas, Qeshm, Hajiabad, Bandar Khamir, and Bumosa in the Parliament, during her visit to ISOICO, inspected various sections and ongoing projects of the complex. She also held a joint meeting with the CEO, deputies, and managers of this vast industrial complex.

During this visit, Jarareh highlighted ISOICO's significant potential for wealth creation and job growth, stating: "ISOICO is a prime example of faith in domestic capabilities, which has successfully freed Islamic Iran from dependency in various sectors."

She further elaborated on the projects currently being undertaken by this maritime complex, saying: "Currently, ISOICO has been able to play a role in the construction and repair of ships and marine structures across various fields. However, the lack of sufficient support from domestic customers and contractors has prevented the full capacity of this complex from being fully realized."

Jarareh stressed the need to support domestic capabilities and asserted: "By supporting domestic entities, we can not

only prevent the outflow of foreign currency but also reduce costs and increase revenue for the country. This will lead to the employment of more local youth, helping to solve the unemployment issue."

She added, "The Supreme Leader of the Islamic Revolution has issued policies emphasizing a sea-based economy. The realization of these policies depends on supporting domestic expertise, local knowledge, and helping resolve the challenges faced by industries such as ISOICO."

The Hormozgan representative also stressed the need to support the workforce employed at ISOICO, stating: "Human resources play an undeniable role in the growth and development of this industry. Therefore, considering the challenging nature of their work, they must receive special support in terms of salaries and benefits, and there should be no delay in the payment of employees' wages."

As a member of the Parliament's Education Committee, she also highlighted the importance of training skilled personnel aligned with the needs of the province's industries. She noted, "By supporting master's and doctoral theses from the province's industries and making optimal use of university capacities, while leveraging existing assets for wealth creation and job generation, we can contribute to the dynamism and more targeted productivity of these industries, fostering sustainable development."



رهاورد ذوب ایرانیان

Our Products:

⚙️ Magnesium Anode



⚙️ Zinc Earthing Cell



⚙️ Aluminium Anode



⚙️ Zinc Anode



021 44859441-2
021 44046180
rahavardzob.com



ISOICO

Iran Shipbuilding & OffShore Industries Complex Co.

Persian Gulf Shipbuilding Special Economic Zone



ISOICO

37 km west of Bandar Abbas, Iran Shipbuilding and Offshore Industries Iran, Bandar Abbas
PO Box 3859-79145, Phone: 076-32571065 Fax: 076-32571089,

Tehran Office: No.31, Shahid Nejadagi St. (Kamkar), South Mirzaye Shirazi St, Tehran, Iran
PO Box 15815- 3336, Phone: 021-88810045 , Fax: 021-88810046

بندرعباس، ۳۷ کیلومتری غرب بندرعباس، مجتمع کشتی سازی و صنایع فراساحل ایران
صندوق پستی ۷۹۱۴۵-۳۸۵۹ تلفن ۰۷۶-۳۲۵۷۱۰۶۵ دورنگار: ۰۷۶-۳۲۵۷۱۰۸۹

دفتر تهران-خیابان میرزای شیرازی جنوبی - خیابان شهید نژادکی (کامکار سابق)-۳۱
صندوق پستی ۳۳۳۶-۱۵۸۱۵ تلفن: ۰۲۱-۸۸۸۱۰۰۴۵ دورنگار: ۰۲۱-۸۸۸۱۰۰۴۶

isoico.co

The \$6 Billion Al-Faw Port Project: A Major Opportunity for Iraq

The Al-Faw mega project, spanning 54 square kilometers, is currently under construction and will feature dozens of piers, as well as three industrial, commercial, and tourism cities.

Majid Moradi writes: While the attention of Iranians toward Basra mainly focuses on the Arba'een pilgrimage, where they experience the hospitality of the people of this province every year, the southern part of Basra is witnessing a project that began in 2010 and is set to open in 2025.

An Iraqi graduate student, Um Beha Araibi, who defended her thesis last year, had worked for years as the public relations manager for this project. She spent hours explaining the project's details to me, drawing astonishing charts on a board. Unlike Abbas Mirza, who once asked a Frenchman the secret of Europe's progress and Iran's backwardness, I just sat in silence, taking notes, and refrained from asking how their sun shines differently or how God governs them.

The Al-Faw mega project, also known as "Mashrou' al-Faw al-Kabir," covers 54 square kilometers and includes dozens of piers, along with three industrial, commercial, and tourism cities.

With an estimated cost of 4.6 billion euros, the Al-Faw project is nearing completion and is expected to handle the transfer of 99 million tons of goods annually. It will soon connect China, Japan, and Southeast Asia to Europe via Iraq and Turkey.

Unlike Iran, which boasts 4,900 kilometers of coastline in the south, Iraq has only about 80 kilometers of coastline, including the shared Khor Abdullah waterway. Kuwait caused some difficulties for Iraq in the Khor Abdullah area, leading Iraq to alter the project's route directly to the open sea, despite higher costs and extended timelines. To achieve this, massive breakwaters were constructed to manage tidal flows ranging from three to six meters.

Unlike Iran, which boasts 4,900 kilometers of coastline in the south, Iraq has only about 80 kilometers of coastline, including the shared Khor Abdullah waterway

“

The goal of this project is to free Iraq from maritime blockades by Iran and Kuwait, effectively sidelining Iran from global transportation routes.

At a time when Iran's government focuses on facilitating the Arba'een pilgrimage and supporting the "Axis of Resistance," others are seizing economic opportunities without hesitation. Lifting sanctions, returning to the JCPOA, normalizing relations with the U.S., and ending a costly conflict—which, as the Arabs say, "has aged the young and destroyed the old"—might still help salvage some remaining opportunities.

We can no longer rely on divine intervention, as the Quran says: "Indeed, God does not change the condition of a people until they change what is in themselves." Inflation, unemployment, exclusion from global transportation corridors, and shortages in gas, water, and fuel are not issues that God will resolve.

The Iraqis have managed to build three cities and dozens—possibly even 100—piers with \$6 billion (4.6 billion euros) and will soon open routes connecting China, Japan, Pakistan, and India to Turkey and Europe. Meanwhile, in Iran, half of that amount has been wasted on spoiled tea, which has only made life more bitter for its people.



Afifipour, General Director of Maritime Affairs at the PMO

Invitation to Vessel Owners for Fleet Modernization with Special Facilities

The Director General of Maritime Affairs at the Ports and Maritime Organization invited cooperatives, shipowners, and vessel owners to take advantage of the special facilities offered by the organization for the modernization of their maritime transportation fleets.

Speaking during a visit to shipbuilding facilities in Bandar Abbas, Alahmorad Afifipour stated that the Ports and Maritime Organization has allocated special loans from managed funds for the construction and modernization of passenger vessels. He encouraged vessel owners to utilize these facilities for the development of the country's maritime transport fleet.

He highlighted Hormozgan Province as the largest coastal province in the country with numerous potentials, including the largest passenger port in Iran. Afifipour noted that the Ports and Maritime Organization aims to tap more into these capacities for the

renewal of passenger fleets.

Afifipour expressed satisfaction with the conditions for the repair and modernization of passenger vessels in the ports of Hormozgan over the past two years. He called on vessel owners and shipbuilding companies to prioritize the modernization and enhancement of safety for passenger vessels.

He reminded that, due to the necessity of improving the quality of maritime passenger services and modernizing vessels, all vessel owners and active maritime cooperatives in Hormozgan should use the organization's facilities to repair and renew their vessels.

During his visit to shipbuilding capacities in Hormozgan, Afifipour also emphasized that, in addition to aluminum and steel passenger vessels, there are significant potentials for tourism and recreational vessels in the province that require more attention.



“the Ports and Maritime Organization aims to tap more into these capacities for the renewal of passenger fleets”



Investment opportunities

in the IRAN,s marine market



- Creating New Capacities for Cargo and Passenger Loading and Unloading in the Ports of Iran and the Region.
- Development and equipping of the region's marine fleet with the construction of various types of container vessels, bulk carriers, multipurpose vessels, general cargo ships, LNG and LPG carriers, passenger and recreational vessels, coastal service vessels, service vessels, barges, landing crafts, various types of fishing and fishery vessels, modern vessels, hovercrafts, supply boats, crew boats, utility boats, and more.
- Repair, maintenance, and provision of equipment, fuel, necessities, and Human Resource for thousands of small and large vessels operating annually in Iranian seas.
- Construction, maintenance, and operation of offshore facilities and oil and gas fields in the Iranian Sea.
- There are Many aquatic resources in the Iranian Seas that increase the potential of the Marine Truism.

The Future of Maritime Technology by 2030

The trends in maritime technology worldwide up to 2030 have been reviewed with the collaboration of three reputable global institutions. Lloyd's Register, the UK-based research company QinetiQ, and the University of Southampton have provided a report on global trade transportation, marine power, and the ocean environment, examining pollution, overuse of resources, and climate change. According to this report, by 2030, the number of offshore structures worldwide will double, including a hundredfold increase in wind turbines. Additionally, within the next 15 years, 50% of the oil used globally will be extracted from offshore oil structures, and 50% of the world's population will live in coastal areas. Thus, oceans and related industries will play a significant role in the future well-being of the global population. The report also emphasizes the use of oceans in the creation of medicines, materials, and energy production and identifies three anticipated changes in the maritime field to meet future needs:

1. Advanced Materials: The future will see an increasing trend in the use of high-strength materials for marine structures. These materials are also equipped with internal sensors that, with the ability to support the strength of the materials, enable automatic repair.
2. Advanced Data Processing: The acquisition of complex

data from unique resource extraction activities, exploration projects, and their environmental impacts will enable humans to evaluate and understand the effects of their activities in relation to oceanic operations.

3. Energy Production from Fossil Sources: Energy production by offshore structures will reduce human dependency on fossil fuels, and lead to minimal environmental pollution.



BORNA GODAZ

برنا گداز

دارنده گواهینامه GL & ICS & ACS در زمینه آندهای فداشونده حفاظت کاتدیک
According to: NACE-DNV-U.S.Military-ASTM

Aluminium Anodes

- Submarine Pipelines
- Offshore Structures
- Ship Hulls
- Marine Structures
- Sheet Pile Walls
- Tank Internals



Zinc Anodes

- Submarine Pipelines
- Offshore Structures
- Quay Walls
- Marine Applications
- Ballast Tanks
- Storage Tank Internals
- Water Tanks
- Ship Hulls



Magnesium Anodes

- Pipe Lines
- Water Tanks
- Heat Exchanger
- Tank Internals



We are also producer of:

Impressed Current Anodes

- MMO Anode
- High Silicon Cast Iron Anode
- Lead-Silver Anode
- Copper Anode

Reference Electrodes

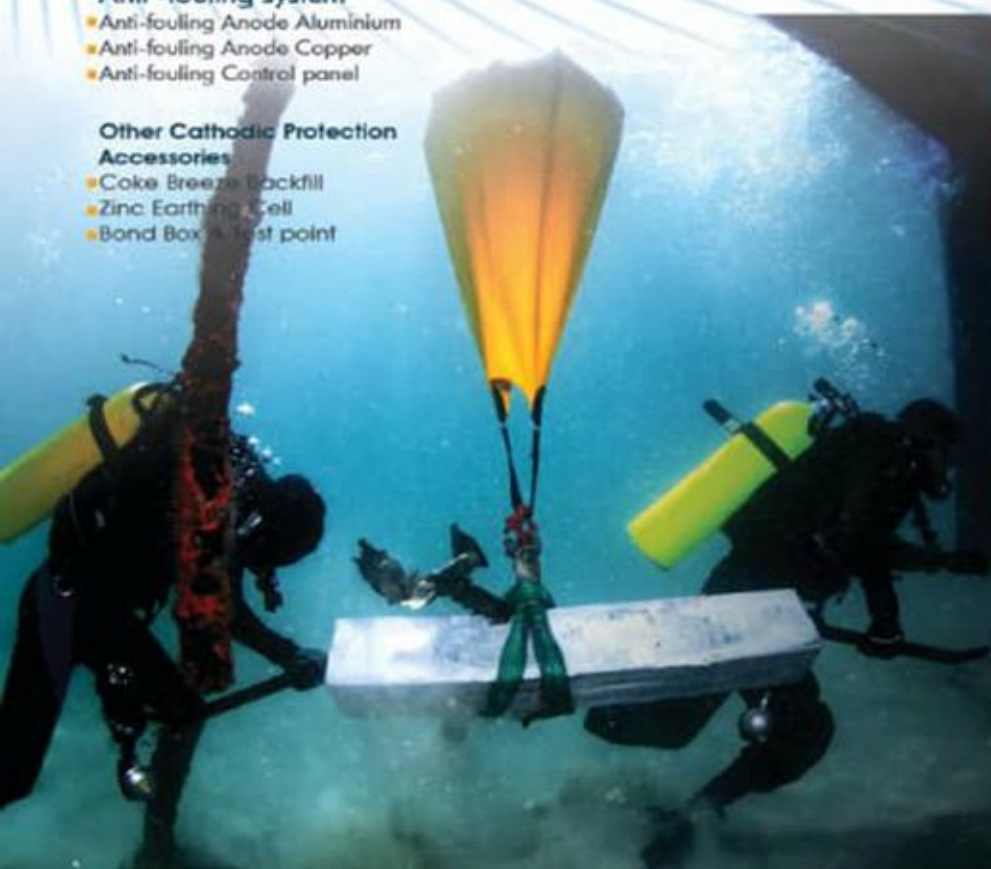
- Cu-CuSO₄ Half cell (permanent & portable)
- Zinc Reference Electrode
- Ag-AgCl Half cell (permanent & portable)

Anti-fouling system

- Anti-fouling Anode Aluminium
- Anti-fouling Anode Copper
- Anti-fouling Control panel

Other Cathodic Protection Accessories

- Coke Breeze Backfill
- Zinc Earthing Cell
- Bond Box & Test point



Sacrificial Anodes for Cathodic Protection



Factory:
No.2, Golbarg 2, Narenjestan Blvd,
Shamsabad Industrial City
Oom old Road Tehran-Iran
Tel: +98 21 562 325 87
Fax: +98 21 562 302 36
www.bornagodaz.com
info@bornagodaz.com

The future of Iran's marine industry

The future of Iran's marine industry is evaluated positively due to several key factors that indicate significant potential for growth and development:

1. Strategic Geographical Location:

- Strait of Hormuz: Iran's proximity to the Strait of Hormuz, a vital global shipping route for oil and gas, positions it as a critical player in international maritime trade and energy transportation. This strategic location attracts international investment in maritime and port infrastructure

2. Development of Port Infrastructure:

- Shahid Rajaei Port: As Iran's largest and busiest port, continuous development and modernization projects are increasing its capacity and efficiency. This port is a major hub for container traffic, bulk cargo, and petrochemical exports.
- Modernization Investments: Ongoing investments in modernizing port facilities, including container terminals and logistics centers, enhance Iran's capacity to handle increased trade volumes and improve operational efficiency.

3. Advances in the Oil and Gas Industry:

- Offshore Oil and Gas Fields: The development of offshore oil and gas fields and investments in refining and storage facilities are crucial for the growth of Iran's marine industry. This sector is vital for Iran's economy and energy security.

- Renewable Energy Projects: Emerging opportunities in renewable energy, such as wind and solar power, leverage Iran's natural resources and support sustainable development within the marine sector.

4. Special Economic Zones (SEZs):

- Incentives for Investment: The establishment of SEZs near major ports like Bandar Abbas offers tax incentives, reduced tariffs, and simplified customs procedures, encouraging foreign investment and industrial growth.
- Industrial Base: The presence of diverse industries, including petrochemicals, oil refining, shipbuilding, and fisheries, provides synergistic opportunities for businesses to integrate into established industrial ecosystems.

5. Integrated Transportation and Logistics Network:

- Connectivity: Bandar Abbas and other major ports are well-connected by road, rail, and sea, facilitating efficient movement of goods within Iran and to international markets. This integrated network supports the development of comprehensive logistics services.
- Transit Trade: Iran's role as a transit hub for landlocked countries in Central Asia enhances its importance in regional trade, providing opportunities for logistics and supply chain management companies.





6. Government Support and Favorable Policies:

- Supportive Policies: The Iranian government promotes investment in the marine industry through favorable policies, infrastructure development, and international cooperation agreements.
- Public-Private Partnerships (PPPs): Encouraging PPPs can lead to increased investment and expertise in the development of port and marine infrastructure, driving growth and innovation.

7. Tourism and Marine Recreation:

- Coastal and Marine Tourism: Iran's scenic coastline and islands offer opportunities for developing tourism infrastructure, including resorts, marinas, and recreational activities, attracting domestic and international tourists.
- Cultural and Historical Sites: Rich cultural heritage and

historical sites in coastal regions can be leveraged to promote cultural tourism, adding another dimension to the marine industry.

8. Sustainability and Marine Conservation:

- Sustainable Practices: Emphasis on sustainable fishing practices, marine biodiversity conservation, and pollution control measures ensures the long-term health of marine ecosystems and resources.

Overall, the future of Iran's marine industry is promising, driven by its strategic location, robust port infrastructure, industrial potential, supportive government policies, and emerging opportunities in energy and tourism. These factors collectively contribute to a positive outlook for growth and development in Iran's marine sector.





ARAD CONTROL

INDUSTRIAL GROUP



RELAX...
EVERY THING IS UNDER CONTROL



ARAD CONTROL COMPANY PROVIDES ENGINEERING, PROCUREMENT, MANUFACTURING, INSTALLATION AND COMMISSIONING FOR BELOW SECTORS IN DIFFERENT INDUSTRIES

PRODUCTS & SERVICES :

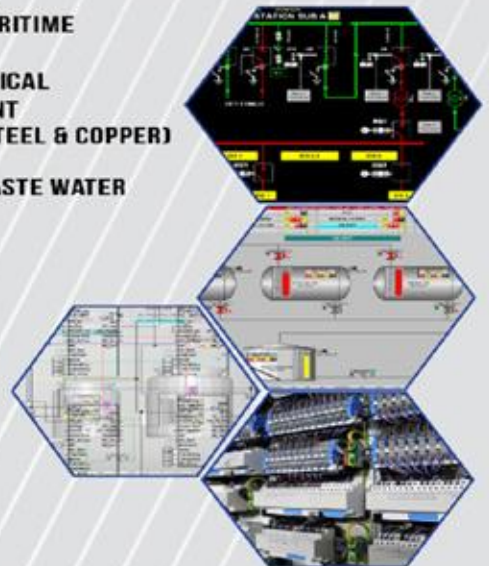
- ✓ ARANOUS (INTELLIGENT EQUIPMENT MONITORING & MANAGEMENT SYSTEM)
- ✓ SCADA (SUPERVISORY CONTROL AND DATA ACQUISITION & TELEMETRY)
- ✓ PMS (POWER MANAGEMENT SYSTEM)
- ✓ PCS (DISTRIBUTED CONTROL SYSTEM)
- ✓ PDCS (POWER DISTRIBUTION CONTROL SYSTEM)
- ✓ ESD (EMERGENCY SHUT DOWN)
- ✓ SIS (SAFETY INTEGRATED SYSTEM)
- ✓ ICS (INTEGRATED CONTROL SYSTEM)

INDUSTRIES :

- ✓ PORTS & MARITIME
- ✓ OIL & GAS
- ✓ PETROCHEMICAL
- ✓ POWER PLANT
- ✓ MINERAL (STEEL & COPPER)
- ✓ CEMENT
- ✓ WATER & WASTE WATER

PORTS & MARITIME:

- DESIGN AND IMPLEMENTATION OF ENERGY MANAGEMENT SYSTEMS AND DISPATCHING OF PORT ELECTRICAL SUBSTATION (SCADA)
- DESIGN & IMPLEMENTATION OF SILO CONTROL AND MONITORING SYSTEMS
- IMPLEMENTATION OF DISTRIBUTED ENERGY SYSTEMS AND MONITORING OF CONSUMPTION (PDCS SYSTEMS)
- ONLINE MONITORING OF PORT EQUIPMENTS (CRANS, RTGS, AND SHIP LOADER)
- IMPLEMENTATION OF THE ONLINE MANAGEMENT SYSTEM FOR PLANNING NET ACTIVITIES
- IMPLEMENTATION OF ROTATING EQUIPMENT MONITORING SYSTEM



ENGINEERING AND IMPLEMENTATION OF CONTROL & SAFETY SYSTEMS WILL BE DONE BY THE LATEST HARDWARE TECHNOLOGIES. SOLUTIONS FOR ALL INDUSTRIES PLANTS UNDER RELATED STANDARDS.



(+98)26-32245077
(+98)26-32245538



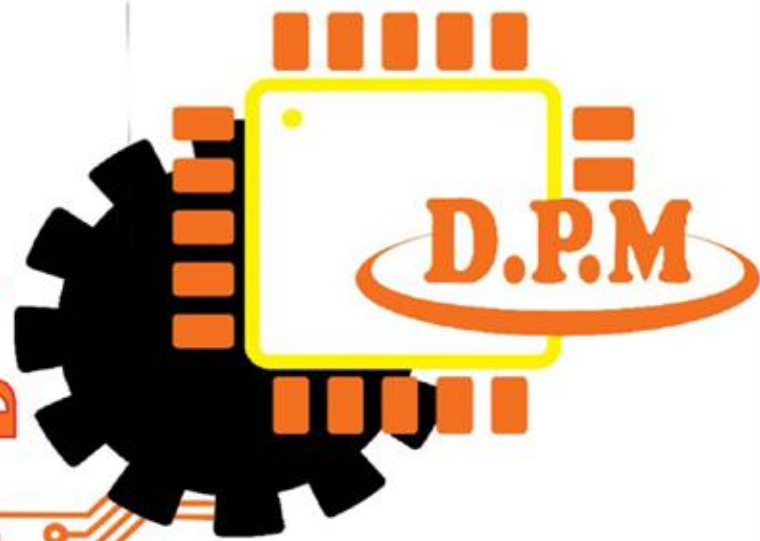
WWW.ARADCONTROL.COM
INFO@ARADCONTROL.COM



NO.224 - KM 26 TEHRAN KARAJ HIGHWAY
OCT PARK

شرکت فنی و مهندسی
دانش پردازان میثاق

شماره ثبت : ۳۹۱۹۹۳



Sana Marine

BEST MARINE SOLUTION



Inverse Engineering
Industrial Automation
Control System
Navigation Equipment
Repair
Supply Spare Parts

WELCOME TO The IRANIMEX 2025

Iran international maritime and
offshore technologies exhibition

Powered By:



IRANIMEX Organizer:

Address: Unit 1, Floor 1, Number3, Taheri St, Falahi St, Zafaraniye, TEHRAN, IRAN.

phone number: +9821 26918001_4

Cell phone: +989125994918

Fax: +982126918005

Website: <http://www.iranimex.org>

Email: info@iranimex.org



DELEARANROOZ SHIMI TAK.

Water Treatment, Marine & Industrial Chemicals

WE PRODUCE WHAT YOU NEED

CLEANERS:

AIR COOLER CLEANER
CARBON REMOVER
DEGREASER, TANK CLEANER
DESCALER SAFE ACID (LIQUID DESCALER)
DESCALER SAFE ACID (POWDER DESCALER)
ENVIRO CLEAN
ELECTRO SOLVE
FORE & AFT
GENERAL CLEANER
METAL BRITE
OIL SPILL DISPERSANT (O.S.D)
TANK CLEANER
TURBO CLEANER LIQUID (WATER AND SOLVENT BASE GRANUL)
TURBO CLEANER POWDER

WATER TREATMENTES FOR BOILER:

ALKALINITY CONTROL
ANTI-CORROSION
BOILER COAGULANT
CONDENSATE CONTROL
OXYGEN SCAVENGER

FUEL OIL TREATMENT:

VALVE CARE
FUEL CARE

OTHER PRODUCTS:

ANTI-CORROSION FOR COOLING WATER SYSTEM
BIOGUARD
CALCIUM CHLORIDE (CaCl₂)
CALCIUM HYPOCHLORITE CA (OSL)2
CHLORIDE TABLET
HAND CLEANER
WATER FINDING PASTE
SA-100
TEST KITS
TEPOL

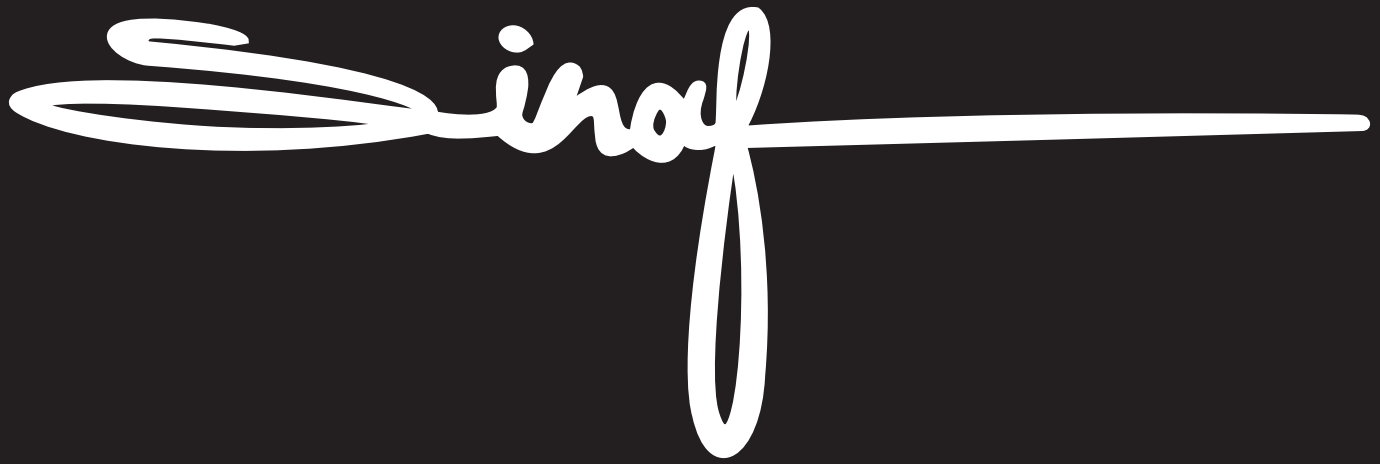
ENVIRONMENTAL PROTECTION AND SAFETY KIT:

OIL SPILL SAFETY (250 LIT AND 500 LIT)
CHEMICAL SPILL SAFETY KIT (250 LIT AND 500 LIT)



info@delaranrooz.com
www.delaranrooz.com

Tel: +9821 - 66069435 -66095384-66095728
Mobile: +98912 5151322 Fax: 66001477
No. 1, St Asadpour, St arghavan , st noori
niaraki ,Ostad Moin Blvd., Tehran-IRAN



SIRAF GROUP

- SIRAF GROUP was established based on 3 specialized companies i.e. aviation, maritime and logistics to meet commercial and technical needs of these 3 strategic industries in the country.
- SIRAF GROUP of companies consist of domestic and overseas subsidiaries enjoying work with more than 50 experienced experts, which led the group towards an impressive high efficiency rate in its business record.



WSED



WWW.SIRAFGROUP.CO