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NEWS ABOUT IRAN

INFORMATION FOR BUSINESS SECTION



APRIL, 2013

Work on Pakistan section of IP gas pipeline to begin on Monday, Tehran times, Thursday 07 March 2013



TEHRAN – The construction of the Pakistan section of the Iran-Pakistan gas pipeline will officially begin on March 11, Iranian Oil Minister Rostam Qasemi announced on Wednesday.

Iranian President Mahmoud Ahmadinejad and Pakistani President Asif Ali Zardari will attend the inauguration ceremony for the construction operations, the Mehr News Agency quoted Qasemi as saying.

The pipeline construction work will be carried out by an Iranian company -- Tadbir Energy Gostar -- which has not been sanctioned by any foreign government. The first gas flow will be available to Pakistan by the end of December 2014, according to the Pakistani daily The News.

Pakistan has brushed off the mounting U.S. pressure to cancel its \$7.5 billion gas pipeline project with Iran and has made it clear to the United States that it will complete the venture come what may, even at the cost of U.S. sanctions, because the project is an essential component necessary for the country to meet its energy requirements.

In 2010, the two countries reached an agreement, according to which Iran would supply Pakistan between 750 million cubic feet (21 million cubic meters) and one billion cubic feet per day of gas by mid-2015.

Iran has already completed a 900-kilometer section of the 56-inch diameter pipeline on its territory, and the remaining 200 kilometers up to the Pakistani border is expected to be completed in the next two years.

MG/HG

Profiteers dominate the market for cars

Mar 16th 2013 Tehran

USING clever software to get access to his censored Facebook account, a young Iranian in Tehran posts an advertisement for his one-year-old Peugeot 206. Within minutes a stranger calls and they negotiate a price more than double what he paid for it new. “Everyone in Iran is putting their money into cars,” he explains. “They move up with the dollar so it is one of the few safe places for people to store their cash.” A year ago his Peugeot 206 was bought for 130m rials (then worth \$10,500 at the official rate) at the factory gate of Iran Khodro, a domestic car-assembler. Now the state-owned firm sells them for more than twice as much, with dealers pushing the retail price up to 390m rials.

Cars are becoming more expensive because they are made with foreign parts which keep on rising in price. Since Western governments imposed sanctions on Iran in December 2011, the rial has dropped by more than 60% against the dollar. Restrictions on Iran’s banks make it even harder to buy parts, choking off supplies.

This has only encouraged people to buy cars. They have become even less affordable for the poor. But middle-class Iranians buy them as investments as cash savings lose value because of inflation and the currency collapse. Iranians with government links are making a mint. At the end of 2011, after a run on the currency, officials fixed the exchange rate at 12,260 rials to the dollars to help importers. Three months ago this was cut to 24,368 rials. But only importers with government connections can get cheap dollars. They buy cars across the Persian Gulf, then sell them at home at the unofficial exchange rate of 37,000 rials.

In the run-up to June’s presidential election, rival camps accuse each other of profiteering. One website close to opponents of Mahmoud Ahmadinejad, the outgoing president who is trying to promote his chosen successor, has accused his allies of importing 40 Maseratis at the official rate, netting almost \$500,000 per car.

In January the government banned the preferential rate for cars with engines bigger than 2,500cc. But the impact on luxury-car dealers will be offset to some extent by cuts on import tariffs. In a car showroom in north Tehran a dealer sells his last Porsche to a young couple for 4.4 billion rials (\$120,000). “With this economy, it’s not the time for real business,” he says, passing a holdall of cash to an assistant. “They just want quick deals.”

From the print edition: Middle East and Africa

By Charles Recknagel

March 08, 2013

Western sanctions may be sapping Iran's economic strength, but Tehran believes it still has an ace to play: its automotive industry, the country's second-biggest export earner after oil and gas.

As Iran starts its new fiscal year this month, it views automotive and other industrial exports as its best hope for making up some of the billions of dollars Tehran loses from sanctions that target its international oil sales. Edward Bell, an Iran expert at the London-based Economist Intelligence Unit, says finding alternative income is a priority for Tehran.

"This year's budget shows that even the Iranian authorities themselves are realizing the impact that U.S. and EU sanctions have had on the oil and gas sector, so the Iranian economy can't rely on that as its bread and butter in terms of export capacity," Bell says. "So the government would be interested in prioritizing the export capacity of a lot of the other sectors in Iran."

Reversing Decline

Whether Iran's manufacturing sector is up to the task is an open question.

The flagship automotive industry has itself been hit hard by Iran's economic turmoil. The halving of the value of the rial, Iran's currency, has increased costs for foreign-made components essential to Iran's automotive production. And some foreign partners, such as Peugeot, have withdrawn from joint ventures altogether amid souring EU-Iranian relations.

The "Financial Times" reported in February that Iran's automotive output fell to 677,000 in the first nine months of Iran's fiscal year, half the level of the same period in the previous year.

That makes reviving the automotive industry a difficult game of catch-up. And reversing the production decline is only one of the challenges.

Another is how to make cars that compete with those of Western and Asian producers. Much of the equipment on Iran's automotive assembly lines is 16 years old, compared to an average of 11 years old in the West and 12 1/2 years old worldwide. The outdated technology contributes to Iranian cars' reputation for poor quality that, in some markets, is hard to overcome.

Belarus is one example. Iran's state-run Khodro Company already has an assembly plant near Minsk to produce its Samand cars for the local and Russian market. But when it recently announced it planned to increase output, the popular reaction in Belarus was tepid.

"Iran's Samand, as described to us, in its make-up, is the technology of the 1990s. It is, in fact, a product of the 1990s," Ales Herasimenka, an economic analyst for the newspaper "Ekonomicheskaya," says. "You know what the competition in the consumer car market is like today. Even though customs duties are high, the market in Belarus, Russia, in the whole of the Customs Union, is quite full of modern, high-quality foreign cars."

Systemic Obstacles

International sanctions intended to force Iran to give up its controversial nuclear activities began to take an economic toll in 2011. But Iran's manufacturing difficulties started years earlier.

Again, the Belarus venture provides an example. When Khodro and the Belarusian government signed their partnership deal in 2006, the plan was to jointly produce some 30,000 cars annually. But in February 2012, Belarusian First Deputy Prime Minister Uladzimir Syamashka said only 1,000 cars had been manufactured in five years.

There are multiple reasons behind the failure, including legal disputes between the two sides and mutual charges of lack of investment. But some analysts say the problem on Iran's side is a larger systemic failing that

afflicts Iran's heavily state-run industrial sector in general. That is, top-down management that is more preoccupied with Iranian domestic politics than industrial competitiveness.

Mehrdad Emadi, an Iranian economic specialist with the London-based Data Matrix Systems, says Tehran sought once before to boost its industrial production. The effort, starting in 2003, was intended to make the country less reliant on oil-and-gas exports by further diversifying the economy. Among the goals were increasing the output of cars for export to the former Soviet republics, manufacturing pipeline components for sale to Turkey, and increasing the export of processed food to the Persian Gulf states and Pakistan.

The initiative started promisingly but soon ran afoul of other government priorities. One was to begin removing state subsidies of energy prices and of consumer staples as part of a drive to make Iran's economy more market-based. The other was to open Iran to cheap imports from China and India to ease popular anger over the rising price of local goods due to inflation.

Emadi says the results were catastrophic for manufacturers.

"Typically, for a manufacturing unit in Iran, the price of energy went from \$1.20 per cubic meter of liquid natural gas to \$6, more than a 450 percent increase," Emadi says. "This was a real shock on the production side. And when we add to this the parallel shock that came from the import of cheap goods, with almost no import duties and no value-added tax, domestic manufacturing was not able to survive."

Emadi says among the hardest hit were Iran's fledgling producers of assembly-line parts and car components, derailing plans for them to eventually replace foreign suppliers.

Empty Promises?

Considering the added hardships presented by sanctions, observers find it hard to believe official promises that exports will soon soar. One such promise concerns Iraq.

Last year, Khodro's chief executive, Javad Najmeddin, said the company exported more than \$400 million worth of cars to Iraq in 2010 and 2011, and planned to manufacture 30,000 cars a year there in the near future. But the Iraqi government office tasked with getting foreign partners to develop its auto-manufacturing sector says no firm plans for Iranian production yet exist.

Hayder al-Shimmari, spokesman of Iraq's state-owned General Automobile Company, told RFE/RL's Radio Free Iraq this month that Baghdad had not yet agreed on its foreign partners and that they could as likely be "Korean, Chinese, or French" as Iranian.

"At present, we have no direct dealings with any Iranian or any other [individual foreign car manufacturers]," Shimmari says. "There are international investment brokers dealing with us and the producers."

All that makes Iran's plans to boost its exports and cars and other goods look like a long, and uncertain, road ahead.

Ahmed al-Zubaidi of Radio Free Iraq and Ihar Karnei of RFE/RL's Belarus Service contributed to this report

Iran's middle class feels squeeze of sanctions



By Jason Rezaian, Published: February 24

TEHRAN — Saeed, the manager of a corner store in central Tehran, oversees a shop crammed with packaged food, toiletries and paper products. But he said his middle-class customers increasingly pass on imported items such as British-made Ahmad tea, advertised as “the most exclusive tea in the world,” whose price in Iran has nearly tripled in two months.

“This tea is now just too expensive for most people,” said Saeed. “I can’t even afford it myself anymore, so how can we expect customers to buy it?” Like others interviewed, he did not want his last name published for fear of government reprisals. Even amid escalating U.S. sanctions over Iran’s nuclear program — the latest round of penalties took effect earlier this month — store shelves are stocked, cafes are packed, and the government appears relatively stable. But as inflation tied to sanctions drives down the value of the Iranian rial, some of the loudest complaints are coming from members of the robust middle class, who can no longer afford the imported goods and foreign travel that they grew used to when petrodollars streamed into Iran. As the economy reels, Iran’s leaders, who take pride in having ended the deep poverty that reigned in the country for much of the 20th century, have prioritized alleviating the woes of the poor masses through subsidies of staples and direct cash payments. But they have done little for the middle class, which expanded dramatically after Iran’s 1980s war with Iraq and the oil boom years of the last decade. Now, the question of whether to try to maintain that prosperity or continue to focus on the needs of the poor has become the subject of a key political debate. In the meantime, the service workers, small business owners and civil servants who make up the middle class — about 50 percent of the population, according to some estimates, though data are unreliable — complain that they have had to alter the spending habits that a currency buoyed by record oil revenues allowed. The blow, so far, is mostly psychological. For many, out are the foreign cellphones, tablets, cosmetics and international vacations, whose values are pegged to the dollar. Domestic products widely perceived as inferior are in. “So many things I used to get for my family and for the people whose houses I clean, I’ve just stopped buying,” said Mahnaz, a domestic worker who listed Pantene shampoo and foreign-made instant coffee and nail polish as items she has recently eliminated from her shopping cart. Sanctions on Iran’s oil sector have cut revenues in half in the past year and propelled the fall of the rial, though some analysts speculate that Iran’s central bank has also engineered the dive to strengthen its foreign currency reserves. In January 2012, the informal, street market rial-to-dollar rate was 16,000 to 1; today it is 37,000 to 1. The latest round of sanctions is making it even more difficult for Iran to access international oil revenue.

“Never before have we seen our money lose so much of its value so quickly, and it has affected our economy deeply,” said lawmaker Ezatollah Yousefian Molla, a member of the parliament’s planning and budget commission.

Iran Rial hits 'all-time dollar low'

AFP - Iran's currency plummeted to an all-time low on Saturday, registering a more than 21-percent drop in a span of two weeks against the US dollar, currency tracking websites and money changers said. The rial was traded at between 39,000 and 40,000 per dollar on the open market on Saturday, down from about 33,000 two weeks ago, according to money changers contacted by AFP. It had briefly dropped in late January to 37,000 per dollar amid rumours that central bank head Mahmoud Bahmani could be sacked because of his failure to shore up the rial. The devaluation comes with Iran facing a growing shortage of foreign cash because of international sanctions against its central bank and vital oil sector over its disputed nuclear programme. Uncertainty over stalled negotiations with the UN's atomic watchdog agency and world powers over the nuclear standoff has added to controversy over the rial, according to local media. The currency was traded at 12,000 in late 2011, prior to the introduction of tough Western sanctions on Iran's oil and banking sectors. The official dollar rate in Iran has been fixed for several months at 12,260 rials, but is reserved for official government business. Parallel to the open market, another rate of 24,550 rials is reserved for a few companies importing food or other goods judged essential. Iran is suffering from heightened geopolitical tensions over its nuclear ambitions and the effects of draconian Western measures curbing access to its reduced oil exports. The West fears Iran's atomic programme is aimed at developing nuclear weapons, but Tehran insists that its activities are peaceful. In addition to Western sanctions, some analysts and lawmakers blame the government for what they call mismanagement and failure to feed the market with sufficient foreign currency, stoking the currency plunge and high inflation. The government, meanwhile, has promised to take measures to support the rial but so far there has been no sign of the pressure on Iran's currency easing.

Iran's 11-month steel products output rises 3.2% **March, 17. 2013-Teheran times**



TEHRAN – Over 16 million tons of steel products were manufactured in Iran during the first 11 months of the current Iranian calendar year (March 20, 2012-February 18, 2013), showing a 3.2 percent rise compared to the same period in the previous year, IRNA reported.

Crude steel output amounted to 13.5 million tons in the 11-month period, up 5.2 percent year on year.

Meanwhile, some 3.2 million tons of steel products were imported during the mentioned period of time, showing 36 percent fall year on year, according to ILNA.

Iranian Deputy Industry Minister Vajihollah Jafari said in April 2012 that the country's annual crude steel output is projected to reach 55 million tons by 2025.

"The output stood at 12.7 million tons last year," he said, adding that Iran also had produced some 16 million tons of steel products.

Iran will become one of the world's main steel exporters by March 2016, Industry, Mine and Trade Minister Mehdi Ghazanfari said in May 2011.

Iran will be a self-sufficient steel producer in the next three years, the vice chairman of the Association of Iranian Steel Producers Hamidreza Taherizadeh said in July 2012.

He told the Fars News Agency that despite global economic sanctions, the country's steel output increased by 5 million tons during the past two years, reaching 17 million tons.

Infrastructure provided for foreign investment in Iran's fishery sector:
official
March, 18, 2013- economic desk Tehran times

TEHRAN – Infrastructure is provided for foreign investment in Iran's fishery sector, IRNA quoted the Iranian Fishery Organization Director Gholamreza Razeqi as saying.

Some 66 trillion rials (about \$5.4 billion) has been allocated to the development of the fishery sector, he added.

In October 2012, Razeqi said that the value of exports of Iran's fishery sector will surpass \$350 million in the current calendar year.

"The exports stood at \$210 million last year," Razeqi said, IRNA reported.

Over 200,000 individuals are currently working in the fishery sector, he noted.

According to FAO, Iran ranks the 33th in terms of fishery output.

Foreign Customers Looking forward to Runna

IKCO intends to expand the production of self-developed cars to satisfy international market demands and strengthen its presence in these markets.



Taghavinejad, IKCO strategy and planning deputy CEO said that the only way to expand the company's global target markets is to present our brand products in these markets. Runna and Dena are two new IKCO-brand cars. Runna has recently rolled off the production line and Dena will enter the mass production phase by this yearend. IKCO has so far presented Samand and Soren in international markets that were warmly welcomed by the customers.

The deputy CEO said that international markets are looking forward to receiving IKCO new cars like Runna. After satisfying domestic market, IKCO would be ready to present this new product into international markets too.

Runna has been exhibited in four motor shows in Russia, Ukraine, Belarus and Iraq so far and has been warmly welcomed by the visitors.

Studies show that second IKCO brand car has been treated very well in the Middle East and North Africa. The same study indicates that people in Iraq, Jordan, Syria, Lebanon, Egypt, Tunisia, Algeria and Libya have liked the quality, safety, accessories and the price of the car.

According to Taghavinejad there are 68 potential target markets for IKCO products all around the world. Neighboring countries, Islamic countries and those countries near IKCO production plants are parts of this potential market. The focus and priority is on those 20 high potential markets. More than 80 percent of IKCO global sales would take place in these markets.

The CEO believes that effective and active presence in the markets of Islamic countries as well as the new emerging markets and increasing IKCO brand cars share in the company's export portfolio is a strategic approach in IKCO global sales.

Creating a multi-product portfolio and transforming to a multi-brand car manufacturing company with high competitive capabilities is IKCO's top priority goal for the near future.

Renault Honors Obligations to IKCO

Asre khodro: Despite international restrictions against Iran, Renault will honor its obligations to IKCO on production of new products and supplying spare parts.

Reporting "Asre Khodro" quoted from ikcpress, Gilles Normand, the senior Vice-president of Renault, in a visit to IKCO said, "The Middle East is a strategic market for Renault and Renault is firm to develop its presence in this market." He also referred to Iran as one of the most important markets in this region.

Gilles Normand restated that Renault will seriously honor its obligations to Iranian customers and won't ever deviate from its policy toward Iran.

During the visit, Hussein Najari, IKCO vice-president in production referred to Renault managers visit to IKCO as a new chapter in mutual technical cooperation between two companies. He also named Renault as one of IKCO's most important partners and added that IKCO is planning to develop its cooperation with Renault and increase the production of Renault cars in Iran.

IKCO Vice-president added that localization of Renault cars in Iran is one of the ways that cuts down dependence on foreign exchanges significantly. He finally said that localization of Renault cars decreases production costs and enables IKCO to export more Renault cars from Iran.

Shooting for a broader cooperation, senior managers of IKCO and Renault held a meeting to discuss the present and future state of the two companies' cooperation in the last week of January.

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Hope Slovenian goverment will read this information. !!

UANI's Auto Campaign

identifies foreign automotive companies doing business in Iran and working with Iranian regime-owned entities that license-build foreign vehicles and dominate the Iranian auto sector. The auto sector supports the regime in two key ways: 1) as a massive source of revenue and 2) as a means of accessing advanced foreign technologies and products for its military and security forces through manufacturing agreements with such companies as Peugeot and Mazda, among others. Auto-manufacturing represents the regime's second-most lucrative industry after oil and gas and is a central component of Iran's industrial sector, which accounts for some 50% of the country's GDP. In spite of sanctions, Iran's auto industry has grown to be the largest in the Middle East and 13th largest worldwide, having built more than 1.6 million vehicles in 2011.

The Iranian auto industry is directly dominated by the Iranian regime and the Islamic Revolutionary Guard Corps (IRGC), Iran's leading military organization and key instrument used to suppress Iran's internal pro-democracy movement. Iran's two largest automakers, the Iran Khodro Group and the Saipa Group, are both subsidiaries of the Industrial Development and Renovation Organization (IDRO), an Iranian government body that also controls companies involved in developing the regime's nuclear and missile programs. IDRO is sanctioned by both the United States and EU. Additionally, Iran's third largest auto-manufacturer, the Bahman Group, is 45.5% owned by the IRGC.

To read further details on Iran's auto industry at the bottom of the page click [HERE](#)

Foreign Automakers Active in Iran

Company	Activity in Iran	Partners in Iran	Statistics	U.S. Government Contracts Since 2000	UANI Campaigns	Photographic Evidence
BMW 	Vehicle Exports	Persia Khodro		\$27.6 million		
Fiat/Iveco  Ended Business With Iran	Vehicle Production	Pars Industrial Development Foundation Kherman Khodro SAIPA Pishro Yadak	<p>2010: SAIPA produced 1,213 Iveco vehicles.</p> <p>Kerman Khodro produced 211 Fiat vehicles.</p> <p>Pishro Yadak produced 5 Iveco vehicles.</p> <p>2004-2010: Pars Industrial Development Foundation produced approximately 2000 Fiat vehicles.</p>	<p>\$423 million</p> <p>Fiat was the recipient of U.S. federal bailout money to gain a stake in U.S. automaker Chrysler. Fiat now owns 58.5% of Chrysler.</p>	<p>May 2012: In response to UANI's campaign, Fiat announced its subsidiaries Iveco and CNH would end their business in Iran.</p> <p>April 2011: Launched a campaign calling on Fiat to end its business in Iran. Fiat has sold Iveco trucks to Iran that have been used to transport ballistic missiles and hang dissidents.</p>	 Iveco (Fiat) truck being used to transport Iranian missiles. View Full Size Image
Honda 	Vehicle Exports Vehicle Production	Tizro		\$7.5 million		 Regime security personnel cornering a woman on their Honda motorcycles. View Full Size Image
Hyundai  Ended Business With Iran	Vehicle Exports Vehicle Production	Assan Motor Iran Khodro Group Kherman Khodro Group Rayan Khodro	<p>2010: Iran Khodro Diesel produced 4,417 Hyundai vehicles.</p> <p>2010: Rayan Khodro produced 5,322 Hyundai vehicles.</p> <p>2010: Hyundai exported 22,000 vehicles to Iran.</p>	\$19.9 million	<p>April 2012: Hyundai ended its business operations in Iran, including a joint venture to produce cars.</p> <p>December 2010: Launched a campaign calling on Hyundai to cease its business in Iran. Hyundai exports and manufactures vehicles in Iran in coordination with Iranian regime-controlled entities.</p>	
Isuzu 	Vehicle Production	Bahman Group	2010: Bahman produced a total of 14,121 Isuzu vehicles.	\$32.7 million		

<p>Kia</p>  <p>Ended Business With Iran</p>	<p>Vehicle Exports Vehicle Production</p>	<p>SAIPA</p>	<p>2010: SAIPA produced 19,298 Kia vehicles.</p>	<p>\$2.4 billion</p>		
<p>Lamborghini</p>  <p>Ended Business With Iran</p>	<p>Vehicle Exports</p>	<p>Gerami</p>		<p>\$3 million (Audi AG)</p>	<p>January 2013: Lamborghini informs UANI they are no longer doing business in Iran.</p> <p>October 2012: Launched a campaign calling on Audi subsidiary and luxury auto brand Lamborghini to end its Iran business.</p>	
<p>Maserati</p>  <p>Ended Business With Iran</p>	<p>Vehicle Exports</p>	<p>Arta Tech Motor</p>			<p>January 2013: In a meeting with UANI, Maserati said its dealings in Iran had concluded. In a follow-up letter, the company stated, "Since our meeting, Maserati's representatives have also successfully worked with Facebook to disable an Arta Group site which falsely suggested a Maserati presence in Iran."</p> <p>October 2012: Launched a campaign calling on Fiat luxury auto brand Maserati to end its exports to Iran. Maserati was reportedly opening a dealership in Tehran to cater to the Iranian regime elite.</p>	 <p>A dealership claiming to be authorized by Maserati was set to open on Mirdamad Boulevard in Tehran</p> <p>View Full Size Image</p>
<p>Mazda</p> 	<p>Vehicle Production</p>	<p>Bahman Group</p>	<p>2010: Bahman produced 36,891 Mazda vehicles.</p>	<p>\$2.4 billion</p>	<p>March 2012: Launched a campaign calling on Mazda to end its business in Iran. Mazda is tied to the IRGC through its partnership with the Bahman Group.</p>	
<p>Mercedes-Benz/Daimler</p> 	<p>Vehicle Exports</p>	<p>Setareh Iran</p>		<p>\$4.2 billion</p>		 <p>Mercedes truck being used as a ballistic missile launch platform.</p> <p>View Full Size Image</p>
<p>Mitsubishi</p> 	<p>Vehicle Production</p>	<p>Bahman Group</p>		<p>\$337.7 million</p>		

<p>Nissan</p> 	<p>Vehicle Production</p>	<p>Pars Khodro SAIPA</p>	<p>2011: SAIPA subsidiary Pars Khodro produced 2,688 Nissan vehicles.</p>	<p>\$17.7 million</p> <p>In May 2010, was awarded the \$1 billion "Taxi of Tomorrow" contract by New York City.</p>	<p>January 2011: Launched a campaign calling on New York City to refuse to award the \$1 billion Taxi of Tomorrow contract to any company that conducts business in Iran, including front-runner Nissan.</p>	 <p>President Mahmoud Ahmadinejad in armored Nissan jeep with his entourage and bodyguards.</p> <p>View Full Size Image</p>
<p>Peugeot</p> 	<p>Vehicle Production</p>	<p>Iran Khodro</p>	<p>2011: Iran Khodro produced 468,799 Peugeot vehicles.</p>	<p>Peugeot and General Motors (GM) recently cemented a partnership in which GM has acquired 7% of Peugeot. The U.S. Treasury owns a 27% stake in GM.</p>	<p>In response to UANI's campaign, Peugeot declared in March 2012 that it ended its shipments of car components to Iran, but since that month, more than 100,000 Peugeot vehicles have been built in Iran.</p> <p>March 2012: Launched a campaign calling on Peugeot to end its business in Iran. Peugeot, the leading foreign auto brand produced and sold in Iran, is partnered with Iran Khodro, which is controlled by the Iranian regime.</p>	
<p>Porsche</p>  <p>Ended Business With Iran</p>	<p>Vehicle Exports</p>	<p>Moin Motors</p>	<p>2011: 206 Porsche vehicles were sold in Iran in the first five months of the year.</p>	<p>\$228,438</p>	<p>April 2012: Porsche ended its business in Iran.</p>	
<p>Renault</p> 	<p>Vehicle Production</p>	<p>Iran Khodro SAIPA</p>	<p>2011: Iran Khodro and SAIPA produced 102,928 Renault vehicles.</p>		<p>April 2012: Launched a campaign calling on Renault, as part of the Renault-Nissan Alliance, to end its business in Iran and sever their all to Iranian regime entities.</p>	
<p>Subaru</p> 	<p>Vehicle Exports</p>		<p>2006: Subaru estimated sales of 2,500 vehicles in Iran.</p>			
<p>Suzuki</p> 	<p>Vehicle Production</p>	<p>Iran Khodro;</p>	<p>2011:Iran Khodro produced 4,393 Suzuki vehicles.</p>	<p>\$1.3 million</p>		 <p>Plainclothes police on a Suzuki motorcycle.</p> <p>View Full Size Image</p>

<p>Toyota</p> 	<p>Vehicle Exports</p>	<p>Toos Khodro Orang</p> <p>Irtoya</p>	<p>2008: Toyota sold 4,000 vehicles in Iran.</p>	<p>\$154.4 million</p>		 <p>Iranian security personnel in Toyota pickups.</p> <p>View Full Size Image</p>
<p>Volkswagen</p> 	<p>Vehicle Production</p>	<p>Bam Khodro</p>	<p>2010: Bam Khodro produced 314 Volkswagen Vehicles</p>	<p>\$1.9 million</p>		
<p>Volvo Group</p>  <p>Ended Business With Iran</p>	<p>Vehicle Production</p>	<p>SAIPA</p> <p>Runiran</p>	<p>2010: SAIPA Diesel produced 2,366 Volvo vehicles.</p> <p>Runiran produced 474 Volvo vehicles.</p>	<p>\$167 million</p>		 <p>Volvo truck towing Iranian missiles.</p> <p>View Full Size Image</p>

Iran's auto industry is continuing to experience high levels of growth even while international sanctions are closing off a wide range of the Iranian regime's sources of revenue and access to foreign technology. Aided by partnerships with automakers from France, Japan, South Korea, Italy and Germany, Iran's auto industry has enjoyed more than 20% average annual growth since 2000. Nevertheless, foreign auto makers are beginning to recognize the risks of doing business in Iran. According to a U.S. government report, foreign carmakers are now entering the Iranian market with "caution in light of concerns about U.S reaction and reputational risk."

Such caution is well founded. The IRGC notoriously exploits Western technology, using vehicles imported or license-built by makers such as Volvo Group, Mercedes (Daimler) and Toyota to serve as mobile platforms to stage public executions or transport and launch ballistic missiles. Honda and Suzuki motorcycles are the vehicles of choice for violent gangs of regime-sponsored Basij militia and plainclothes police.

Despite the misuse of their equipment, and U.S. and EU sanctions targeting the IRGC, many automotive companies continue to unapologetically do business with the Iranian regime. For instance, European and Japanese carmakers such as Renault, Nissan, Peugeot, Volvo Group, Mazda, Isuzu and others continue to carry out extensive business and manufacturing agreements with IRGC affiliates such as IKCO, Saipa Group and Bahman Group.

It is time for foreign auto companies to stop enriching the Iranian regime and empowering its agents of repression and terrorism. Automakers must end their Iran business now. To this end, UANI has developed model legislation for adoption by the U.S. Congress that will force auto manufacturers to choose between American taxpayers and the Iranian regime.

The DRIVE Act requires automakers to certify they are not engaged in any business in Iran, or engaged in the implementation of any agreement with Iranian entities in order to be eligible for U.S. government contracts or financial assistance.

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Regards till next news ,

Issued by :

Franc Lenhart, Owne rof Proming group Ltd.