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THE SILK ROAD AS A COMMON PART OF THE HISTORY OF IRAN AND KAZAKHSTAN

Abstract. Every country has a history that records the events, ups and downs of that country. But countries also have common points in history. An international incident or a transnational incident in the past made countries find common points in some parts of history. The Silk Road and trade of that time are common points of history between Iran and Kazakhstan. The Silk Road, which started in the east of China, traveled westward and divided into two major international routes, one passing through Iran and the other through Kazakhstan. On the Silk Road, Iran and Kazakhstan had facilities to facilitate the passage of caravans, including caravanserais. In this case, Iranian cities showed acceptable performance. One of the most important tools needed to establish an effective administrative structure and oversee the affairs of the country is the establishment of communication channels. The royal road is an example of this communication route, which was established during the Achaemenid period to connect different parts of the country. This study is devoted to analyzing the Great Silk Road as an important factor in the history of Iran and Kazakhstan. The aim of the work is to identify the role and influence of the Silk Road on the socio-economic development of both regions, as well as their cultural and political interrelationships. In order to achieve this goal, the following tasks were set: analyzing historical documents and archaeological findings related to the routes and trading points of the Silk Road in Iran and Kazakhstan; researching the eco-economic development of the two regions and their cultural and political interrelationships.

Key words: Iran, Kazakhstan, the Great Silk Road, trade, caravans, Akhmenites

Introduction

The identity of each nation has different aspects and the history of each country forms a significant part of the identity. History is the ups and downs of every nation in which bitter and sweet events are recorded. Identity and history are particularly intertwined. History forms a large part of identity, and identity represents history. The concept of history is a general concept, but the components and elements that make it up are very diverse and countable. Any material and cultural achievements of a nation play a role in the creation and construction of history in a geographical context. These elements may start from a simple symbol and go to complex innovations, even in the frustration and defeat of a nation or in its victory and glory. In other words, history includes the bittersweet, the ups and downs, the honors, the defeats, the victories, and so on. The most important function of history is to show the strengths and weaknesses of the people so that they do not walk again and do not repeat the mistakes of the past.

The people of Asia have an ancient history. The roots of human civilization are in the lands that have appeared in the form of countries on the map of the planet today. Countries whose historical role has led to the evolution of civilization. The presence of countries such as Iran and Kazakhstan in important historical events can be examined. One of these events is the formation of the Silk Road, which passed through both Iran and Kazakhstan.

To live on a relatively dry plateau, Iranians have made great efforts throughout their thousands of years of history to overcome difficulties by applying creative ideas. In this respect,

they are among the leading nations. The ancient Iranians had special types to compensate for the shortcomings of nature. The most important of these innovations is in water supply and has evolved with the invention of the aqueduct.

The set of actions of Iranians over thousands of years has been mainly to create the important infrastructures needed to continue and improve life in the past. All the actions that have been taken, represent Iranian arts. Combining architecture with philosophical attitudes to the nature and spiritual world, considering social, economic and political conditions in the field of innovations is an initiative of Iranian civilization. All of writings and documents about the former mentioned issues were destroyed in Arab invasion, so significant parts of them have been lost, but the monuments and relics of the past can be the biggest reason to prove such a claim.

Remains of historical monuments in Kazakhstan confirm that the country has played a special role in connecting the East and the West through the Silk Road. The northern Caspian route passed through Kazakhstan and the southern Caspian through Iran. The two countries were the junction of the Silk Road and the link between East and West. From the geographical point of view the territory of modern Republic of Kazakhstan is situated in the middle of historical corridors of the Silk Roads. From the commonly known beginning of the history of the Silk Roads in the III-II century BCE the territory of modern Republic of Kazakhstan was one of the first areas, which experienced the influence of the first commercial and cultural contacts with civilizations situated far from the Central Asian region [1].

In order to take a role in the Silk Road, acts such as road construction had to be done. Road construction in Iran has a long history. The Iranians considered the construction of roads and communications to connect cities and villages with each other and with the center of government. Without such fulfilments, proper communication would not have been established in the great country of Iran and the Iranian rulers could not have been aware of the status of their territories. They also needed means of communication to confront the enemy and send troops to defeat them at the right time. Roads in the past had other facilities such as caravanserais so that travelers, tourists, businessmen and government officials would face the least problems in their travels. The complex of roads and inns as one of the most important human phenomena in Iran and Kazakhstan can be studied.

This article, which is done in a library method and is of analytical type, examines the history of Iran and Kazakhstan on the Silk Road and considers the elements of the Silk Road, including the caravanserais.

Theoretical concepts of research: road, silk road and caravansaries

Road is a Pahlavi word and the distance traveled to reach a place is called [2]. Road is the name of a geographical phenomenon that human beings realized its value from the very beginning of the formation of civilization and expanded it until today. In Avesta, the way is called ratya (ratya) which has been followed later [3]. Today we see the construction of the best and most equipped roads in developed countries.

The peak period of road constructions in ancient Iran dates back to the Sassanid era, as a result of which the largest number of caravanserais were built during this period. Road construction and the existence of several caravanserais in one route showed the commercial and economic prosperity in that area. Just as the Silk Road and its prosperity at some point in history gave rise to many caravanserais along the way, many of the buildings now known to archaeologists as caravanserais are on the road that stretched from China to Egypt [4].

Silk road. The [Silk Road](#) was an ancient network of [trade](#) routes, formally established during the [Han Dynasty](#) of [China](#), which linked the regions of the ancient world in commerce between 130 BCE-1453 CE [5]. This road began from east, in the city of Chang-an, Xi'an today, the ancient capital of China, and continued northwest along the Great Wall of China [6].

The Silk Road was the name of the caravan trade routes that existed from the second century BC and was considered the passage of merchants and traders west and east. The road, which connected the ancient China to the Roman Empire, had many side roads, and depending on the route chosen, ranged from 6,400 to 10,000 kilometers, equivalent to a quarter of the Earth's circumference. The Silk Road was the longest and, from the point of view of the history of civilization and culture, the most important link in the chain that connected tribes and nations from all over the world, and we certainly do not know of a more important trade route than the Silk Road.

The European explorer [Marco Polo](#) (1254-1324 CE) traveled on these routes and described them in depth in his famous work but he is not credited with naming them. Both terms for this network of roads were coined by the German geographer and traveler, Ferdinand von Richthofen, in 1877 CE, who designated them 'Seidenstrasse' (silk road) or 'Seidenstrassen' (silk routes). Polo, and later von Richthofen, make mention of the goods which were transported back and forth on the Silk Road.



The Main Silk Roads

Caravanserai: Caravanserai is a compound word that consists of two words caravan (karban) and sarai meaning house and place. The compound word refers to a place where caravans (a group that traveled together) used to rest and sometimes sell their wares.

The establishment of the government, paved the way to construct Caravanserai. the rulers' attention to trade and the huge profits that resulted from it, led to its further prosperity, and therefore the construction of caravanserais along the way and the establishment of caravanserais and docks in cities and regulation of commercial activities and taking measures to protect caravans along the route were considered [7, p. 11]. Caravanserais were built either inside the cities or outside the cities. Suburban caravanserais were at least a day away from large and historic cities. It is said that the first caravanserais in Iran were built during the Achaemenid period. Herodotus, a Greek historian, on a trip to Iran during the Achaemenid period, mentions buildings built between Susa and Sardis, and says that these buildings were located on a route that travelers traveled through for three months. However, no explanation has been given for the name chosen for this building, and this may raise the suspicion that Herodotus meant the place for horsemen that existed on the royal road, the ancient Achaemenid highway. But what is certain is that the Achaemenids had built buildings for the short passage of travelers on the royal road [4].

The caravanserai also had other names. Rabat, which is an Arabic word, is used for it. In addition, in some cities of Iran, Chaparkhaneh is used for caravanserais. Chaparkhaneh is one of the

ancient Persian words. Caravanserais were house of government agents and chapars to take the courier to the main destinations. The Chaparkhaneh was considered a governmental place.

Discussion

Silk Road in Kazakhstan. From the geographical point of view the territory of modern Republic of Kazakhstan is situated in the middle of historical corridors of the Silk Roads. From the commonly known beginning of the history of the Silk Roads in the III-II century BCE the territory of modern Republic of Kazakhstan was one of the first areas, which experienced the influence of the first commercial and cultural contacts with civilizations situated far from the Central Asian region. Caravan routes or the corridors of the Silk Roads were a unique instrument of transmission of economic, linguistic, cultural, religious, military and political values and innovations between different civilizations across the Eurasian continent. Only military conquests and migrations of nomadic communities on the territory of Eurasia have a comparable short-term influence on these types of inter-civilization exchanges until the modern era of globalizations.

On the territory of Kazakhstan the Silk Road started from the borders of China. Merchants of Celestial Empire carried silk, weapons, medicines, rice, exotic goods such as tusks across Kazakh steppes to the West, to Europe. Steppe governors offered their services of safety provision for trade caravans; in exchange they demanded a share of the goods or cash. That was how quitrents or taxes and customs duties emerged.

The main line of the Silk Road on the territory of Kazakhstan lay across the country's south; from the border with China trade caravans moved through the cities of Sayram, Yassy, Otrar, Taraz and further to Central Asia, Persia, to the Caucasus and from there to Europe.

The reason that all those cities emerged is that the merchants traveling across the enormous Kazakh steppes made stops which turned into caravanserais and those in turn grew into settlements which further became cities [8].

From hundreds of thousands historical and cultural sites situated on its huge territory, the Republic of Kazakhstan has proposed several of the most important and valuable ancient and medieval urban centers for the nomination as a part the Serial Transnational Nomination "Silk Roads" for UNESCO World Heritage List. All these sites are the remains of ancient settlements and necropolises. Eight sites from the initially proposed list were included into UNESCO World Heritage List in 2014 as part of the Serial Transnational Nomination Silk Roads: the Routes Network of Chang'an – TianShan Corridor. All other sites were originally separated among four categories (Syrdarya Corridor, Saryarka Corridor, Mangyshlak or Ural – Caspian Sea Corridor and Prehistory of the Silk Roads), which were all included into UNESCO World Heritage Tentative List of the Republic of Kazakhstan [1].

Silk Road in Iran. The Silk Road in Iran is an important part of the road that connected east to west and vice versa. The existence of this way made international trade durable. The expansion of road construction in Iran during the Achaemenid period and the construction of the royal road paved the way for the role of ancient Iran in the Silk Road. The road has a special place in Iranian civilization, without it, formation of Iranian civilization would not have been possible. The beginning of road construction in Iran is related to the Achaemenid dynasty. During that era, some people were put in the forefront of the troops to determine the passage of the roads or to pave the route. staking made it possible to travel on those roads.

These people may be considered the first group of road engineers. But the basic strategy in the construction of these roads was for war and defense, and most of the roads in this period were built for military purposes and for the development of military campaigns. At the same time, the proper administration of the country was also considered in the construction of these roads. After the Achaemenids, the Sassanids considered the construction of long and large roads. In fact, road construction was one of the most brilliant works of the kings during these two periods which Iranian culture and civilization spread to other parts of the world, such as North Africa.

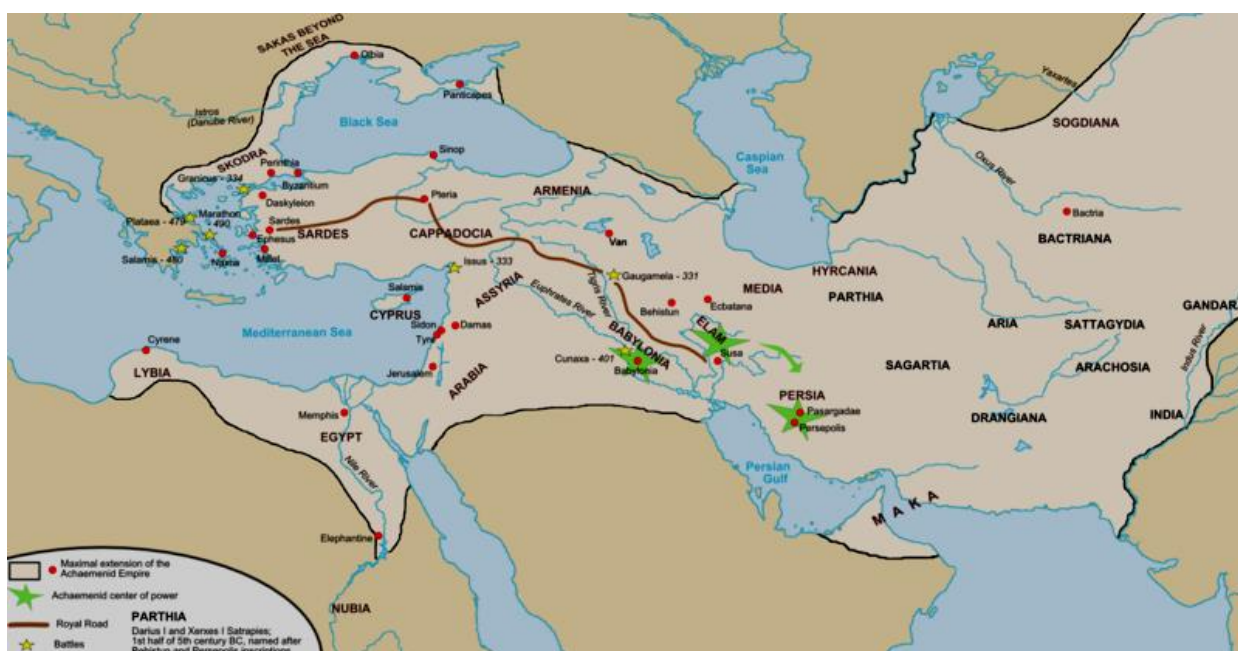
One of the most important means of communication in ancient Iran was the royal road. The main function of this way was to create connections between different regions of the country. The construction of the royal road dates back to the Achaemenid period. The royal road formed the western part of the Silk Road. This road had a special role in consolidating the Achaemenid domination [9].

During the Achaemenid period, the main roads connecting central Iran to distant states were called the royal road. One of the most important highways of the Achaemenid period was the road that started from the city of Ephesus along the Aegean Sea and led to Karkheh through Turkey and northeastern Iraq and then to Susa [10, p. 97]. This distance was traveled by caravans in 111 days and passengers in almost 90 days, but the royal couriers who were traveling day and night traveled this way in much less time [3].

This road was one of the best and most equipped roads in that time and played a prominent role in proper control of the country. Historians, including Herodotus, have mentioned this road. It is well known that good houses and guest houses were prepared on these roads and Chaparkhaneh were established that had enough good horses. In places where these roads passed through the mountains, warehouses had been made [11, p. 95]. It is said that the royal road was between 2500 to 2800 kilometers long. At a distance of 22 km, guest houses were built in all important places to establish order and security. In each caravanserai and home, government officers and soldiers were ready to leave as soon as the courier, letter, or order arrived, and to move quickly to the next home. Chapars (horsemen) were moving day and night so that the orders and directives of the government could reach different parts of the country in time [12, p. 60].

Other communication roads were built along the royal road. The construction of such roads was due to the geographical extension of the of Persia and the need to properly establish the administrative-political system and the establishment of national sovereignty throughout Iran. With the expansion of the conquests, the creation of roads was also considered. In the following years, other roads were built in Iran and its eastern conquests, including Afghanistan. The eastern part was the road inside Iran and went from Susa to Ekbatan, Rey and Parth and the eastern parts of the kingdom. Along this road, there were numerous caravanserais, gates and barracks, and the road was full of security and health, and through the royal road, the representatives of the court and the people traveled.

Many of these roads were built with efficient engineering methods in their time, for example, the road from Susa to Persepolis, which was paved and parts of it still remain in Behbahan. In addition to security, these roads served other purposes. Other purposes of this route were to develop culture and trade and transportation of goods and passengers. These routes were not very crowded and most of the chapars who delivered the decrees and letters of the emirs were passing through it. After the Achaemenids, the expansion of roads and its development strategy depended entirely on the power of governments. It can be said that in the Achaemenid and Sassanid eras, the main strategy for the development of roads was defense, trade and culture.



The royal road in the Achaemenid

Caravanserais: an important infrastructure of silk road. The word caravanserai is a combination of caravan (karaban) meaning a group of travelers who travel in groups, and Sarai means house and place. Both words are derived from the Pahlavi language. An inn is a place or building that houses a caravan. The caravanserais were divided into two categories: inner-city Caravanserais and outer city Caravanserais. In-town caravanserais were built in a special location so that caravans could enter the caravanserai without much effort and without the need to enter the main residential areas. The end margin of living within cities was usually considered for this purpose [12, p. 65].

The plan of the caravanserais was usually square or rectangular in shape with a large, tall, unmarked entrance, with walls sometimes fitted with windbreaks at the end. The evolution and expansion of Iranian caravanserais in different periods depended on the social, economic, religious and ... situation. The basis of the architecture of Iranian caravanserais, like other buildings, has been a function of the common style, tradition and style of the time. The architectural style of the place and region, building materials and geographical location played an effective role in creating such buildings [13, p. 8].

In the caravanserais, the passenger rooms were usually built around the courtyard and behind them were stables, the entrance door of the stables was located in the four inner corners of the building and sometimes it was opened in the entrance veranda of the courtyard.

Based on historical documents, the caravanserai foundation in Iran dates back to the Achaemenid period. This is confirmed by historians such as Herodotus, a Greek historian. He speaks of buildings built by the Achaemenids between Susa and Sard. Herodotus mentions one hundred and eleven buildings resembling a caravanserai (Chaparkhaneh), which were built about 2,500 km between the Achaemenid capital and Sard.

The study of communication routes and commercial and military roads and the results of archaeological research and excavations show that from the distant past, there was a great need for stations between the road and the safety and well-being of caravans. Although the building or structure of such caravanserais has not been left from the Achaemenid era, but scientific excavations in the future will identify such centers and communication stations and will clarify the way of their architecture.

With the rise of the Safavids in the Islamic Middle Ages, development of Iran was considered. Very positive steps were taken during this period which helped to rebuild the identity of the Iranians. Magnificent artifacts have survived from this period that have not been carefully explored. Roads and caravanserais are among these positive measures. Caravanserais were good places to relax and do business. Passengers could stay there for as long as they wished without paying. Shah Abbas I tirelessly built caravanserais, which was another essential part of his policy to promote the commercial prosperity of the Safavid Empire, and his relatives, wealthy merchants and local rulers followed his work [14, p. 187]. Shah Abbas caravanserais are the best in all Iranian caravanserais in architecture and beauty. These caravanserais usually had a large courtyard and had four brick towers at the four corners. Their decorations and tiling were also unique [15, p. 304].



Shah Abbas caravanserai, Ivanaki

The architecture of the caravanserais was diversified and in addition to the four-porch caravanserais, mountainous, circular, octagonal and desert types were built according to the geographical and spatial location. During the Zandieh, Afshari and Qajar dynasties, the construction of caravanserais continued as before. In terms of design and layout, the caravanserais of the former mentioned periods are generally of the four-porch type and in terms of construction materials, Unlike the earlier period, which was made of brick and stone, clay was often used.



View of a renovated caravanserai

Artifacts from ancient caravanserais show that rooms were built for guards, innkeepers or officers. But commercial caravanserais in cities were generally two-story. The caravanserai had entrance gates in both sides and rooms for guards and manager of caravanserai were usually built. Usually, each caravanserai had a water well and a water reservoir, which was sometimes built in the middle of the caravanserai outside the compound to supply the water needed by travelers. In many caravanserais, especially from the Safavid period onwards, a wall heater or a place to light a fire has been installed. Wall heaters were built either in rooms or in covered areas. In mountain caravanserais, the importance of heaters was such that they chose a large ground to place fires and heaters. The main building materials of caravanserais in Iran were stone and brick, in some cases the stones were cut quite skillfully and in some cases small pieces of uncut stones were used.

The Silk Road and the role of caravanserais in different historical periods

The Silk Road is one of the most important international historical roads that has provided the connection of different peoples in a large part of the globe from the distant past to recent centuries. This historic road used to allow people in the past to take their products to other areas for sale and meet some of their needs from these areas. In addition to its commercial role, this road also had a cultural function and caused considerable cultural exchange to take place in these areas during the very long years. Some nations spread their culture along with trade.

The Silk Road was also very important in Iran. The geographical location of Iran had caused the historical-geographical connection of the people in the east and west of Iran. Residents of the east and west of the globe had to cross Iran to communicate and trade land. That is why Iran played a key role in connecting nations with each other through the Silk Road. The Silk Road has been affected by many political and economic issues in different periods in Iran.

The Achaemenid government, considering the importance of the Silk Road, considered the need to expand it and tried to expand it. Simultaneously with the Parthian dynasty, the Silk Road passed through Central Asia, connecting Iran and China. Parthians, who were in political rivalry with the Romans, did not allow Roman traders to cross easily. During the Sassanid period, the

relationship between Iran and Rome expanded not only in the field of trade relations, but also in silk trade and social relations between the two regions.

As Sassanid added to the importance of the spice trade route and the silk trade over the Iranian plateau, East Rome gradually became the sole supplier of silk to Europe, so agreements were reached between the two governments for the silk trade. The fierce rivalry between the Persian and Byzantine empires over Armenia was undoubtedly linked to economic factors and the maintenance of trade route. With the fall of the Sassanid dynasty, the security of roads and trade caravans were interrupted for a while, and the Chinese Empire, seeing great economic losses in this regard, sought to trade with Rome and its western lands. After Islam, the balance of power in the region of Southwest Asia changed. The Sassanid rule was removed from the political scene, and this left its mark on economic and political relations. In the first centuries, the expansion of Islamic rule in Iranian lands stopped trading to some extent. The rediscovery of Iranian identity and the formation of Iranian governments brought trade back into politics.

In later centuries, with the proximity of the Seljuqs, Ilkhanids, Timurids, and Afshari governments to the Chinese-Indian border, trade and cultural relations were re-established between these governments and the Iranian government.

In the post-Islamic history of Iran, the Safavids seriously developed roads, built caravanserais, strengthen road safety and improved and modernized them. The Safavids in the development of roads considered two roles for them: the role of roads in national development and the role of roads in international relations. During the Safavid period, at the same time with the rule of the Ming Dynasty (1628-1388 AD) in China and the establishment of a period of two hundred and fifty years of peace, trade relations between Iran and China were resumed. Safavid merchants used sea routes and traded in goods such as silk and spice. Shah Abbas I was well aware that trade in no commodity was as profitable for Iran as silk. The economic policy of this period was to reduce imports and increase exports. Shah Abbas paid special attention to the Venetian merchants who had worked hard in the silk trade. He took many measures to achieve his economic goals. The powerful Safavid king paid serious attention to the construction of caravanserais. The network of caravanserais located in the country and along the main trade routes provides at least a safe place for goods and animals of traders, as well as facilities for the supply of goods and small transactions at night stops. Tono and Tavernier both point out that Iranian caravanserais are better built than Turkish caravanserais and are cleaner [14, p. 187].

Shah Abbas II also considered the issue of controlling the silk trade. The European side of Iran's trade during this period was the Netherlands, and the most important buyers of Iranian silk were, first and foremost, the Netherlands and Venice, followed by Britain, Russia, Spain, France, Hungary and Poland.

During the Afshari period, when China was in the hands of the Manchu dynasty, Chinese representatives came to Iran to establish friendly relations with Nader Shah. Chinese ambassadors came to Nader several times until Nader sent his envoys to Kashgar and China. But with the departure of Iranian ambassadors to Kashgar and China, the ambassadors of these lands also came to Nader court with many gifts.

With the fall of Constantinople to the Ottomans in 1435. The Silk Road was closed. The western borders of China were closed under the command of the Ming Dynasty after the Mongols because it was enclosed behind the Great Stone Dragon Wall or the Great Wall of China, and its main contacts with the outside world were made by sea, and thus the Silk Road. The main route of communication between China and Iran and East and West, fell from prosperity and the large caravan cities on the eastern Mediterranean and oasis cities were abandoned and lost their importance.

With the onset of European imperialist rivalry, the Silk Road flourished again. The Russians moved to east and into the Pacific, the British moved India and maybe Central Asia. explorers,

archaeologists, and historians are interested in gaining access to Central Asian treasures, and collecting information about the deserts and mountains of Central and Near East Asia. This is one of the most important factors in re-approaching the silk road in the world.

Conclusion

Silk road and caravanserais have played a prominent role in the history of Asian nations such as Iran and Kazakhstan. Most historians and geographers of past centuries have pointed to such a role and emphasized that without the existence of caravanserais and trade ligaments on a national and international scale, Iran could not have expanded and continued. Iran's natural conditions have had a great impact on the formation of urban and rural settlements. The density of settlements is low in areas of Iran with low rainfall. As a result, the distance between cities and villages was so great that it was not possible for pedestrians, caravans, and even horsemen to travel long distances from cities in one day. The construction of caravanserais and ligaments has been an effort for the Iranian people to overcome the difficult natural conditions. The caravanserais provided the basic needs of travelers and caravans and were considered a place for economic exchange. The existence of caravanserais and in the following centuries, ligaments on the roads were like communication nodes that led to the continuity of communication.

Although there was no specific rule for the location of inns in the past, it seems that wherever such a need was felt, they built it. Historical sources confirm the existence of such human facts. Since the caravans were moving slowly, the caravanserais had to be built close to the main highways. As mentioned earlier, although there was no special engineering rule in the construction of caravanserais, but the study of their distance can confirm that in the construction of caravanserais, the maximum distance traveled by camel caravans in one day was considered as an indicator.

The construction of caravanserais in the Safavid period received serious attention. This action was due to the formation of a powerful Safavid state. The Safavid dynasty had several worthy rulers, among whom Shah Abbas the great is the most prominent. He took valuable steps to build the country. The Safavid king realized the importance of roads. He ordered new roads to be built. Shah Abbas Safavid worked hard to build roads. In addition to building a new road, he paid attention to the construction of caravanserais to his engineers. One of the most important measures of Safavids in order to create security for caravans, merchants and travelers, prosperity and development of trade is the establishment of caravanserais. These buildings, which fortunately still has many examples, were considered the best means of comfort for travelers, businessmen, general protection, road safety, food supply and communication between cities. It is said that Shah Abbas built 999 caravanserais, some of which were located in the heart of Nayband Lut desert.

Caravanserais are part of the cultural capital and historical identity of the eastern lands mainly Iran and Kazakhstan and study and preservation of them is an unforgettable necessity. Caravanserais and ligaments have been commercial links on a national and international scale. The communicative role of these rings is important both in terms of the space of time when they were built and throughout history have caused the attachment of communications and prevented rupture. Caravanserais in all parts of Iran have been built for one purpose and that has been the continuation of trade and commerce. In their construction, geographical adaptation has been considered in the best way. While paying attention to the climate of the regions in the construction of caravanserais, the natural materials of the surrounding environment have been used for their construction, which shows the art of Iranian architecture in the construction of these valuable buildings.

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ЖІБЕК ЖОЛЫ ИРАН МЕН ҚАЗАҚСТАН ТАРИХЫНЫҢ ОРТАҚ БӨЛІГІ РЕТІНДЕ

Аңдатпа. Әр елдің өз тарихы бар, онда осы елдің әртүрлі оқиғалары, жетістіктері мен құлдырауы жайы жазылады. Бірақ, елдердің тарихта ортақ сәттері бар. Бұрын болған халықаралық оқиға немесе трансұлттық оқиға елдерді тарихтың кейбір бөліктерінде ортақ тіл табуға мәжбүр етті. Жібек жолы мен сол кездегі сауда – Иран мен Қазақстан арасындағы тарихтың ортақ нүктелері болып табылады. Қытайдың шығысынан басталған Жібек жолы батысқа қарай жүріп, екі негізгі халықаралық бағытқа бөлінді: бірі – Иран арқылы, екіншісі – Қазақстан арқылы. Иран мен Қазақстандағы Жібек жолында керуендердің, оның ішінде, керуен сарайлардың өтуін жеңілдететін құрылымдар болды. Бұл жағдайда Иран қалалары

үшін айтарлықтай қолайлы болды. Тиімді әкімшілік құрылымды құруға және елдің істерін бақылауға қажет маңызды құралдардың бірі – байланыс арналарын құру. Корольдік жол – бұл Ахеменилер билігі дәуірінде елдің әртүрлі бөліктерін байланыстыру үшін жасалған қатынас жолының нақты мысалы бола алады. Бұл зерттеу Иран мен Қазақстан тарихындағы маңызды фактор ретінде Ұлы Жібек жолын талдауға арналған. Жұмыстың мақсаты – Жібек жолының екі аймақтың әлеуметтік-экономикалық дамуына, сондай-ақ олардың мәдени және саяси байланыстарына рөлі мен әсерін анықтау. Осы мақсатқа жету үшін мынадай міндеттер қойылды: Иран мен Қазақстандағы Жібек жолының маршруттары мен сауда нүктелеріне байланысты тарихи құжаттар мен археологиялық олжаларды талдау; Жібек жолы бойынша сауданың екі өңір үшін де экономикалық және мәдени салдарын зерттеу; Жібек жолының Иран мен Қазақстан және басқа мемлекеттер арасындағы саяси және дипломатиялық қатынастардың қалыптасуына әсерін анықтау. Зерттеу әдістемесі дереккөздерді, соның ішінде тарихи шежірелерді, дипломатиялық құжаттарды, археологиялық олжаларды талдауды және салыстырмалы және контекстік талдауды қолдануды қамтиды. Зерттеу нәтижелері Ұлы Жібек жолының Иран мен Қазақстанның тарихы мен мәдениеті үшін маңызын, сондай-ақ оның аймақтық және халықаралық қатынастарды қалыптастырудағы рөлін жақсырақ түсінуге мүмкіндік береді.

Кілт сөздер: Иран, Қазақстан, Ұлы Жібек жолы, сауда, керуен, Ахменилер.

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ШЕЛКОВЫЙ ПУТЬ КАК ОБЩАЯ ЧАСТЬ ИСТОРИИ ИРАНА И КАЗАХСТАНА

Аннотация. У каждой страны есть своя история, в которой записаны события, взлеты и падения этой страны. Но у стран также есть общие моменты в истории. Международный инцидент или транснациональный инцидент в прошлом заставили страны найти точки соприкосновения в некоторых частях истории. Шелковый путь и торговля того времени - общие точки истории между Ираном и Казахстаном. Шелковый путь, который начинался на востоке Китая, шел на запад и разделился на два основных международных маршрута: один проходил через Иран, а другой - через Казахстан. На Шелковом пути в Иране и Казахстане были сооружения, облегчающие проход караванов, в том числе караван-сараев. В данном случае иранские города показали приемлемую производительность. Одним из наиболее важных инструментов, необходимых для создания эффективной административной структуры и надзора за делами страны, является создание каналов связи. Королевская дорога является примером этого пути сообщения, который был создан в период Ахеменидов для соединения разных частей страны. Данное исследование посвящено анализу Великого Шелкового Пути как важного фактора в истории Ирана и Казахстана. Целью работы является выявление роли и влияния Шелкового Пути на социо-экономическое развитие обоих регионов, а также их культурные и политические взаимосвязи. Для достижения этой цели поставлены следующие задачи: анализ исторических документов и археологических находок, связанных с маршрутами и торговыми точками Шелкового Пути в Иране и Казахстане; исследование экономических и культурных последствий торговли по Шелковому Пути для обоих регионов; выявление влияния Шелкового Пути на формирование политических и дипломатических отношений между Ираном и Казахстаном и другими государствами. Методология исследования включает в себя анализ источников, в том числе исторических хроник, дипломатических документов, археологических находок, а также использование сравнительного и контекстуального анализа. Результаты исследования

позволят лучше понять значение Великого Шелкового Пути для истории и культуры Ирана и Казахстана, а также его роль в формировании региональных и международных отношений.

Ключевые слова: Иран, Казахстан, Великий Шелковый путь, торговля, караван, Ахмениды.

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