

The Economical and Geographical Importance of Lapis Route

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ABSTRACT

This research explores the intricate web of the Lapis Route, an ancient trade route that formerly linked Afghanistan with the Mediterranean Sea. This study examines the geographical and historical relevance of this ancient road using a qualitative research approach, building on insights from numerous books, journals, and other sources. It focuses on the valuable lapis lazuli gemstone that contributed to the route's notoriety. The research delves into the various segments of the Lapis Route and its convergence with the Silk Road, unveiling the complex web of commerce that thrived amongst various societies. It reveals the significance of the Silk Road historically and emphasizes how it shaped both economic development and cross-cultural exchange. In addition, the study looks into the economic importance of silk, a highly prized item that traveled the Silk Road and supported the region's economy. The study concludes by examining the historical, cultural, and economic significance of the Silk Road and the Lapis Route in Afghanistan.

The report addresses the opportunities and problems related to transit and commercial development, emphasizing the possible advantages of reviving the Silk Road. It highlights the possibilities that the revival of this historic trade route holds for fostering regional collaboration and economic progress. This study provides important insights into the historical, geographical, and economic relevance of the Silk Road and the Lapis Route by analyzing them. It draws attention to the routes' lasting impact and their potential to support Afghanistan's and the region's future economic growth.

Keywords- Lapis lazule, Silk Road, Historical importance, Geographical importance.

I. INTRODUCTION

We should not forget that civilized nations in modern times have paid attention to their economy, their social development and their well-being.

Unlike in the past, the power of countries, the first prestige does not lie in the number of their population, territorial development and army, but in their economic strength. And cultural standards are judged by economic growth rates and indicators.

For this reason, the developed and improved nations have recognized their economic capacities and potentials and looked for opportunities for their own development. Afghanistan is a developing country that remains economically backward. It is struggling with

addictions, wars, prejudices, diseases, illiteracy, corruption and similar evils. Being a landlocked country, it wants to find a way to water to connect to the international trade routes like the developing countries.

To achieve this goal, he thought of the five dry ports, the regional railroad network, regional economic organizations, nearby trading ports and other underground resources.

II. HISTORICAL, GEOGRAPHICAL AND ECONOMIC IMPORTANCE OF LAPIS ROUTE

The Ministry of Internal Affairs launched Lapis, the rehabilitation initiative of the former Afghan

government, in collaboration with the appropriate nations. The Lapis Group summit, which brought together five Asian nations—Turkmenistan, Afghanistan, Azerbaijan, Georgia, and Turkey—took place in Turkmenistan's Ministry of Foreign Affairs on November 24, 2014. The nations are searching for illumination in their collective past. The two-way commercial and transit relations will be added to the Lapis airport as a result of this arrangement.

The principal and most ancient route of lapis:

In actuality, lapis was on this journey over 4,000 years ago, and over 2,000 years ago, among many civilizations. It is critical that the business be conducted.

It is essential to provide light on the Silk Road's history because Lapis Road is a significant segment of the route. With a 1700-year history, the silk trade route was founded in the 15th century as a means of exchanging trade information between the nations of Central Asia, Africa, and the three continents. In the sector, there was a substantial international trading network. German geographer Ferdinand Rachtffen, who shipped silk from China to the Mediterranean and other European nations, was the first to refer to this route as the Silk Road in the year 1877.

Beginning in the city of Luoyang, which is situated south of the Huanghu River, the first section of the Silk Road traveled through the provinces of Kansu and Siang, Changye, before arriving at Tuan Huang. The road split into two halves, one southern and one northern, at this place. India and Afghanistan were isolated from other routes by the mountains of (Nan Shan), (Altin Tagh), and Kunlan on the southern route, and the mountains of (Tian Shan) on the northern route. The Silk Road passed over China's borders and entered Kyrgyzstan, first through Orkand and then Osh, which was regarded as one of the major silk producing hubs. These places are home to sizable sewing manufacturers. It traveled via Samarkand, Bukhara, Jehun (Amusind), Andrab, Balkh, Takharistan, Bamiyan, and Jalalabad (Haday) before arriving at the soil (Ferghani). It proceeded to India, where a portion of it made its way to Bad Ghais, Herat, Marwah, and eventually the modern-day Sarkhas. The Silk Road begins with the Yasham Gate and the Great Wall of China. The northern Tuzfan route travels to the southern Kashgar route, and from there it travels to Ferghani in Ferghana. Selling goods, traveling via Samarkand to Asia Minor, then via Balkh to Khalum Dari, Samangano, Andrab, Jalalabad, and Peshawar, before continuing on to India with other caravans.

Due to Afghanistan's control over the Silk Road, which connected China, India, and Iran, the country enjoyed enormous trade throughout the Kushan era.

There existed a private trade channel that linked Asian countries with Eastern Europe around two and a half thousand years before the assaults of Asia, China, and the Mediterranean, and that existed three thousand years before the time of Christ. This trade route ended in 1422.

This route was used to ship Indian commodities to China, Europe, and other parts of the world.

The route begins in Russia and Taiwan, follows the Huanghu River around to the Tarim Basin, and then passes via Yarkand, Khotan, and Oxus to enter Central Asia, Kazakhstan, Tajikistan, and Afghanistan. The areas at the head of this road were Khokand, Khujand, Dushanbe, and Samarkand. After then, it traveled from Dushanbe to historic Balkh. From there, it occasionally traveled from Sinkiang to Badakhshan, from whence it continued to Kashmir and Lahore. This route, which included as its centerpieces the cities of Khalm, Memna, Aibak, Shaberghan, Qala Nu, and Herat, led from Tarmez to Bakhtar in our nation. Subsequently, it reached Turkey and Mashhad from Herat. Silk textiles were transported to Egypt from places like Egypt, the Caucasus, Ankara, Istanbul, Sharjah, Ashgabat, Azerbaijan, and the Mediterranean coast and the Mediterranean coast to Egypt and Eastern Europe and had a hot sale market.

It traveled south from what is now Mazar-e-Sharif (Balkh) via Shiber, Khawak, Panjshir, Ghorband, Panjshir to Sarubi Silk Strait, Jalalabad, Peshawar, and finally Lahore. His Silk Road made him renowned all over the world.

The Silk Road was regarded as one of the most significant international routes for trade and transit at the period, particularly for the Afghan lapis lazuli that was shipped across it. The province of Badakhshan was used for mining in Afghanistan, and the deposit's lapis lazuli is still exported. Both domestically and internationally, there are a lot of traders. The lavas of Badakhshan were noted in the chronicles and journals of Marco Polo and other travelers many years ago.

Afghanistan produces lapis lazuli of a quality that truly surpasses that of any other country in the world. Other valuable stones from Afghanistan were also exported via this route to nations in the Caucasus, Russia, the Balkans, and other European and North African regions. Afghanistan lacks access to open international waters because it is a landlocked nation. The former republic has made significant progress in the last two years in major infrastructure and economic projects, including transit highways and the opening of Chabahar Port. Other notable accomplishments include the reopening of the ancient and historic Lapis route, efforts to connect Afghanistan with China through the Iron Belt, the air corridor with India, and the opening of Chabahar Port.

In order to improve our nation's economic standing and deepen our links with other nations, we kindly ask the Islamic Emirate to extend the previous republic's economic endeavors. It is evident that reforms ought to be implemented. The Lapis route is an international route with a rich historical heritage. By using this avenue to get Afghan products into international markets, Afghanistan will get more worldwide recognition and regain its former name. It would be

acceptable to persuade the international community that many foreign traders will be prepared to invest in Afghanistan with the reactivation of this as the security situation in Afghanistan is more trustworthy.

This route has many benefits and importance to Afghanistan in various fields, which are briefly described below.

- 1- The reopening of the Lapis route will transform Afghanistan into a hub for regional and global transit, generating substantial annual money for the country and giving it its previous name.
- 2- Research has indicated that the transportation of commercial items via Lapis from Europe to Afghanistan takes three to four days, with each transport vehicle costing less than one thousand to two thousand US dollars. Technical analysis indicates that the Kars region of Turkey is 2,300 km away and that a truckload of commercial goods may be purchased for less than \$3,200 US. The economic picture is likewise incredibly negative.
- 3- The transit problem was and is considered one of the biggest challenges and difficulties of Afghanistan, but the letter of agreement to reopen the Lapis road, taking necessary measures for customs issues and also special measures for investors and traders have been taken into consideration.
- 4- New prospects brought up by the Lapis route, which gives Afghanistan access to affordable, high-quality imports.
- 5- Our traders will provide more and more financial chances than ever before, bringing the nation along with them. Our agricultural products, handicrafts, precious stones, carpets, etc. will be appreciated in the world trade markets in due course and with our name. It will also complement the economy.
- 6- In this way, which goods are exchanged from China and India to European countries, the government will get more taxes and customs revenue from it, which will increase our national budget and we will stand on our feet financially.
- 7- This transit route begins in the ports of Aqini in the Afghan province of Jawzjan and Tor Ghondi in the Herat region. It then travels via Turkmenbashi port and crosses the Caspian Sea to arrive at Baku, the capital of Azerbaijan. Then it travels to Tbilisi, the capital of Georgia; from there, it travels to the ports of Poti and Batumi on the Black Sea; it then passes through the city of Kars; eventually, it reaches the ports of Istanbul in Turkey and the continent of Europe. relates to

The 2,800-kilometer Lapis route, also known as the transit route between Asia and Europe, goes through Turkmenistan, Azerbaijan, and Georgia before crossing the Black Sea, Turkey, and, at last, the Mediterranean, where Afghanistan is freed. abundant in water. The railroads and highways constructed in Georgia, Turkey,

Azerbaijan, and Turkmenistan are used for the transit of products. Afghanistan, Central Asia, the Caucasus, the Balkans, and Central Europe are seen to have the most profitable trade, whereas South Asia and European nations are thought to be closed. The fact that there is a paved road and a train running from the Afghan border to Turkmenbashi port in Turkmenistan makes this route one of the quickest, most dependable, least expensive, and easiest ways for Afghanistan. An additional route connects Baku with Istanbul and Kars.

III. CONCLUSION

The countries in the area commended Lapis Road as an Afghan project, which was created on the initiative of the Ministry of Foreign Affairs of Afghanistan and negotiated with the pertinent nations. On November 24, 2013, a letter of agreement was signed in the Turkmenistan Ministry of Foreign Affairs by five nations: Afghanistan, Turkmenistan, Azerbaijan, Georgia, and Turkey. He continued, and ultimately, following four years of discussions and talks between these nations, it was signed at the seventh gathering of the foreign ministers of the aforementioned nations.

Furthermore, the Lapis Road is essentially the revival of the historic Silk Road, which was crucial to the exchange of products between many civilizations two millennia ago. Afghanistan is served by this road. There are several benefits and considerations in all domains from all angles. For instance, it has been reported that this route is more cost-effective and time-efficient in transporting and bringing in export and import commodities than other transit routes. High-quality goods are imported from European nations; Afghanistan will develop into a hub for regional and international trade via the Lapis route; the customs and transit issues will be nearly resolved upon the route's reopening; this route will become Jawzjan Province in Afghanistan; it begins at Aqini Port and Turghondai Port in Herat Province, travels via the ports of Turkmenistan, Azerbaijan, Georgia, and Istanbul in Turkey, and ends in Europe.

SUGGESTION

1. From the Islamic Emirate of Afghanistan, we hope that the nation's ring roads would be repaired in accordance with international standards, enabling the importation of valuable stones, fresh and dry fruit, karakal skins, and medicinal plants from various regions of the nation. Additionally, other export items will arrive on schedule to global markets.
2. In order for Afghanistan's exports to have a wider and more lucrative market in Asia and Europe, they must first be processed and packed domestically in accordance with current international standards.

3. In my opinion, the Afghan government must take extra efforts to protect the security of imports and transit routes, as well as to create the infrastructure needed to encourage local traders to make investments that would boost the nation's economy. Additionally, the unemployment rate will drop.
4. Rather than launching a nationwide campaign, the government could solicit written plans and suggestions from all citizens during meetings and seminars and consider them for possible adoption.
5. I urge all Afghans to assist the administration in all of these national initiatives and developments and to work together in this manner.
6. Because the nation is peaceful and stable, the government may take advantage of this to link its ten major manufacturing and commercial hubs and establish itself as Asia's crossroads.
7. That Afghanistan abides by international law and is a member of the World Trade Organization (WTO). Additionally, we supply rules and norms for international trade through our food products, which include fresh and dried fruits as well as other processed goods like jam, juice, saba, etc. Our goods need to be competitive in global markets and of high quality. In order for our commercial items and agricultural products to be accepted or returned after being balanced in international marketplaces, they must be free of chemicals,

poisonous compounds, and diseases that affect plants and animals.

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