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SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2020 Issue: 01 Volume: 81

Published: 30.01.2020 <http://T-Science.org>

QR – Issue



QR – Article



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## ANALYSIS OF NEW APPROACHES TO FOREIGN ECONOMIC RELATIONS OF SOGDIANA (ON THE EXAMPLE OF THE ERA OF THE FIRST MIDDLE AGES)

**Abstract:** In this article, the author will highlight the issues of foreign economic relations, cultural processes, trade and transit routes of the first medieval period of Sogdiana, which was considered the “heart” of Central Asia in its time based on new research in science. At the same time, new studies on the history and culture of Sogdiana (V-VIII centuries) are analyzed.

**Key words:** history of Central Asia, External Relations of Sogdiana, cultural processes, trade-transit routes, analysis of new studies, conclusions of studies.

**Language:** English

**Citation:** Normatov, S. M. (2020). Analysis of new approaches to foreign economic relations of Sogdiana (on the example of the era of the first middle ages). *ISJ Theoretical & Applied Science*, 01 (81), 729-731.

**Soi:** <http://s-o-i.org/1.1/TAS-01-81-129> **Doi:**  <https://dx.doi.org/10.15863/TAS.2020.01.81.129>

**Scopus ASCC:** 1202.

### Introduction

UDC 904

The formation and development of trade and economic communication routes in Central Asia is a complex historical process, which was associated with the emergence, spread and development of economic types, population migration and ethnogenesis processes, urban culture development, mutual exchange of products and trade, as well as a number of socio-political, economic, cultural processes[1]. The study of these processes plays a great role in clarifying the history of trade and economic relations of Sogdiana in this period.

In the study of the history of trade and economic relations of Sogd, it is important to analyze the history of trade and transit routes, which were active in this period and were of great importance in local (internal), regional and transnational (external) relations. This is due to the large-scale activities of the sogdian traders in the development of regional and international trade and economic relations. Consistent sourcing and historical-archaeological research carried out at the beginning of the XX-XXI centuries allows us to obtain evidence of the fact that even in the Ancient Stone Age on the territory of our country, which has

had ancient traditions in craftsmanship and trade, located at the crossroads of international trade and economic relations, there was a development of the roads, which served for the initial relations.

By the time of the first Middle Ages, serious changes took place in the system of trade-loyal routes of Sogd, in general, of Central Asia, during which it is possible to observe that the radical socio-political and environmental changes that occurred in the region greatly influenced the peculiarities and directions of domestic and foreign trade-economic relations. In particular, the study of several Turkic dynasties from the IV century BC to the middle of the VI century, as well as the introduction of Central Asia into the structure of the Turkic Khanate in the second half of the VI century created a new political situation in the region. This situation, in turn, influenced the directions of traditional trade-economic relations and transit routes, which were formed in ancient times. In particular, some areas of trade and transit routes, which appeared in the most ancient and antique periods, lost their importance, instead of which, new branches of trade transit routes were formed, depending on the current socio-political situation.

Since the II century BC, due to the desire of the Empire to "master" the Western countries, the Chinese

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emperors sent five to six times a year, and in some years more than ten times large (several hundred in composition) and small (more than a hundred people) ambassadorial missions[2]. In particular, between the 20-50-ies of the V century, 3 ambassadorial missions were sent to Central Asia by the state of Northern Wei. These ambassadorial details are also reflected in the "Beyshi" work, which is considered the most important source of trade and transit routes of the early middle ages[3]. The work shows the following 4 network of trade and transit routes connecting China with the Western countries.

1. A road network crossing the sandy desert from the border fortress Yuymen (yuy-min-Guan) passing Shanshan (pshamshan);

2. A road network leading to the crossed Turfon (Cheshi) fortress in the northern direction of the sandy desert from the border fortress of yuymen;

3. A road network leading to Pamir mountain pass from Yorkent (Shache) in the western direction;

4. A road network leading to Bolu (Persia) through the Sunlin mountain in the south-west direction from York City.

During the Suy dynasty (589-619) in the source named "description of the geography of Western countries" written detailed information about the trade-transit routes going to the West is presented, the directions of the transnational trade-transit routes of the beginning of the VII century are clearly indicated. The work gives information about three main commercial and transit road networks operating at a distance from the fortified city of Dunhuan on the western border of the Chinese empire to the Mediterranean[4]. Also in the source it is noted that these three directions are connected with each other through a network of intersecting roads, and through them it is possible to get to any place in the region.

It is known that the high demand for silk in the West, as well as in Byzantium, as well as the need for the sale of large quantities of silk products that are at the disposal of the Turkish Khanate and the establishment of a military-political alliance, caused the need to seek a new trade-transit route between these kingdoms. Due to this necessity, on the basis of the Dasht Road[5] in ancient times in trade and economic relations, the trade-transit route from Ettisuv through the steppes of Kazakhstan and from the Khorezm Oasis to Constantinople through the Mangishlag, lower Volga, the Caucasus and the Black Sea to Trapezund begins to play an important role. Menandr's Memoirs of Byzantine Emperor Yustin II, who collected information about the embassy mission sent in response to the Turkish Khanate by the Zemarch, are an important source of information about this trade-transit route. In particular, the source provides a detailed description of this trade-transit route within the framework of the direction of the mission's return. According to the analysis of studies conducted on this data, this direction passed through

the Oikh (Sirdarya) River – a large lake (Aral Sea) – the Ilk (Emba) River – the Daikh (Ural) river[6]. In trade and economic relations in this direction, West Sogd occupies an important geographical position.

Another important source of trade and economic relations of the Sogd is the information on trade embassies. In particular, the information on the embassies of Sogd to countries such as Iran and Byzantium under the auspices of the Turkic Khanate is an important source of analysis of trade and economic relations. Due to the conflicting interests of the Turkic Khanate with the Sassanid Empire on trade, the latter also actively participate in trade and economic relations with the Caucasus and the Black Sea countries in the northern direction under the auspices of the Khanate. In particular, in 567 under the leadership of Sogdian Maniakh, with the permission of yabgukhakan Istami, a major trade envoy mission was sent to Susani King Khusraw I Anushirwon[7]. Due to the interests of Iran in the silk trade, when these and subsequent ambassador missions failed, Yabgiy Khakon Istami sent his ambassador to Constantinople through the North Caucasus, headed by Maniakh, in 568, with the aim of establishing diplomatic and trade relations with the Byzantine Empire. In response, several ambassadorial missions of the Byzantine Empire were sent to yabgukhakan Istami, which were reflected in the sources. Above, we touched on the development of the Northern network trade route on the basis of the roads on which these ambassadorial missions were carried out.

The same thing deserves attention when it comes to the trade and economic relations of the Sogd, in the sources the trade relations of the Sogd property are brought in a special way. In our opinion, this situation is primarily explained by the fact that the Turkic dynasties, in general, are inextricably linked with the management process in the nomadic states, and the princes[8], who had their own uluses (share) in different regions of the Sogd, were also seriously striving to conduct independent relations with as many other countries as possible. Example of this can be attributed to the fact that in the middle of VII century, the governor of Kesh Shishpir[9] or in 627 the combined large commercial caravan from the properties of Sogd and Ustrushona was sent to the Tan empire. At the same time, the achievements of Chinese diplomacy in subjugating nomadic states were one of the main factors that created mutual political dependence in the four nomadic States[10] and the territories dependent on them. For this reason, in foreign trade and economic relations, the structural regions of Sogd were called Kesh, Buxoro, Samarkand, Maymurg in Chinese sources-Shi, An, Kan (Kyang), Mi, and before the names of merchants of the same country were added Place Names, which meant which region it was from (for example, KengMojya, Kang Danun, etc.).[11], while in the

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Sogdian inscriptions (monuments of Shatial and Chilos) it is clearly written where the merchants are from.

In conclusion, it can be noted that the establishment of the Turkish dynastic rule laid the foundation for the trade and economic relations of Sogd. And the common interests of the Turkic Khanate and the people of the Sogd trade led to the

development of handicraft production in Sogd, as well as the achievement in this regard during the first Middle Ages of the sogdian traders, who occupy a high position in the processes of international trade. In addition to carrying out active trade and economic relations, the traders of Sogd took an important place in the wide spread of cultural achievements of this period.

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