

THE GEOPOLITICS OF TIS ON REGIONAL AND SUB-REGIONAL TRADE IN THE SOUTH EAST OF IRAN

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Abstract: The port of Tis (or Tiz in historical texts) was one of the most important historical ports in the Makran region, near Chabahar in southeastern Iran. It played a key role in maritime trade between the Persian Gulf, the Indian Ocean, and East Africa. Due to its strategic location on the Makran coast, Tis consistently served as a vital link between Iran, the Indian subcontinent, Oman, and East Africa. In ancient and medieval times, this port was a significant commercial hub and even rivaled Hormuz. This article examines the geopolitical significance of Tis across different historical periods and analyzes its impact on regional trade, political relations, and cultural exchanges. Additionally, it discusses the port's contemporary role within the framework of regional development and the position of Chabahar as its modern-day replacement. Chabahar port, as the modern city of Tis is of great importance due to its strategic location, which is the closest way to access the waters of Central Asia (Afghanistan, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyzstan, and Kazakhstan) to free waters.

Keywords: Tis, Chabahar port, Iran, Geopolitics, History.

چکیده: بندر تیس (یا تیز در متون تاریخی) یکی از مهم‌ترین بنادر تاریخی در منطقه مکران، در نزدیکی چابهار در جنوب شرق ایران بود. این بندر نقش کلیدی در تجارت دریایی میان خلیج فارس، اقیانوس هند و شرق آفریقا ایفا می‌کرد. به دلیل موقعیت راهبردی آن در سواحل مکران، تیس همواره به‌عنوان حلقه‌ای حیاتی میان ایران، شبه‌قاره هند، عمان و شرق آفریقا عمل می‌کرد. در دوران باستان و قرون وسطی، این بندر یک مرکز تجاری مهم بود و حتی با بندر هرمز رقابت می‌کرد. این مقاله اهمیت ژئوپلیتیکی بندر تیس را در دوره‌های تاریخی مختلف بررسی می‌کند و تأثیر آن بر تجارت منطقه‌ای، روابط سیاسی و تبادلات فرهنگی را تحلیل می‌نماید. همچنین، نقش امروزی این بندر در چارچوب توسعه منطقه‌ای و جایگاه چابهار به‌عنوان جانشین مدرن آن مورد بحث قرار می‌گیرد. بندر چابهار، به‌عنوان شهر امروزی تیس، از اهمیت زیادی برخوردار است، زیرا نزدیک‌ترین مسیر برای دسترسی کشورهای آسیای مرکزی (افغانستان، ترکمنستان، ازبکستان، تاجیکستان، قرقیزستان و قزاقستان) به آب‌های آزاد به‌شمار می‌رود.

کلیدواژه: تیس، بندر چابهار، ایران، ژئوپلیتیک، تاریخ.

I. Introduction

Sistan and Baluchestan Province is located between 55°3' to 13°52' north latitude from the equator and 55°55' to 31°53' east longitude from the Greenwich meridian. The province covers an area of 352,555 square kilometers, accounting for 9.3% of Iran's total area. Of this expanse, 330,000 square kilometers belong to Baluchestan, while the remaining 5,300 square kilometers constitute Sistan (Samaram 2005: 2) (Fig. 1).

Chabahar has an area of 9739 square kilometers, located in the direction of the Indian Ocean's summer monsoon winds, which makes the year-round pleasant weather with an average temperature of 23°C (Ibid). Chabahar Port is one of the parts of Sistan and Baluchistan, which is bounded on the north by Iranshahr, on the east by the Pakistani border, on the south by the Oman Sea, and on the west by Jask and Kahnuj (Shirazi *et al.*, 2012). This port is located on the east of the Strait of Hormuz and the Oman Sea and on the north of the Indian Ocean, on the main shipping routes to Africa, Asia, and Europe. It is Afghanistan's shortest and least costly transit route to world markets and can be a good alternative to Karachi Port (Raheem, 2019: 67).

Chabahar County is located in the southeasternmost corner of Iran, bordering the northern shores of the Oman Sea and neighboring Pakistan. According to the

country's administrative divisions in 2000, it was split into two counties: Konarak in the western part and Chabahar in the eastern part. With an area of approximately 2,200 square kilometers, Chabahar is the southernmost county in Sistan and Baluchestan Province. It is bounded by Rask and Qasr-e Qand counties to the north, Dashtiari County to the west, Konarak County to the east, and the Oman Sea to the south. Its elevation is about 2 meters above sea level. Chabahar County consists of three districts: Central, Pir Sohrab, and Naleen. In the past, Konarak was part of this county, but after the new administrative divisions, it became a separate county west of Chabahar.

The Chabahar Gulf is horseshoe-shaped. On its eastern side lies Chabahar Port, while Konarak Port is situated on the western side. The gulf's diameter is approximately 53 kilometers, and the distance from its farthest coastal point to the open waters of the Oman Sea is about 32 kilometers. The perimeter of the gulf, from south of Chabahar Port to Nazm in Nadganeh Konarak, is roughly 55 kilometers.

Tis (or Tiz) is a valley, mountainous, and forested village at 60°37' E longitude and 25°21' N latitude, with an elevation of 5 meters above sea level in southern Sistan and Baluchestan Province, Chabahar County. It serves as the center of Kombel Soleyman Rural District, part of Chabahar's Central District. The village had a

population of around 2,880, which increased to 3,873 by 2006 (Panad & Fazeli, 2012: 1).

Geographically, the Chabahar County is part of the Makran coast. Due to the continuation of subduction in the Makran region, faults are still active and the ground continues to rise, which is associated with folding and retreat of the coastline (Afarin *et al.* 2013: 73). Subduction in the Makran region began during the Cretaceous and is still ongoing (Lepichon 1968: 3662), with the rate of 4 to 5 cm per year (Jacob & Quittmeyer 1979). Climatic conditions in the Quaternary Period show that the general morphology of these areas was the same as today, and the climate of the region has been generally similar at least since 4700 years ago. The retreat of the shoreline of the Oman Sea and the Persian Gulf started during the last glacial period known as

Würm, about 18,000 years ago. Six thousand years ago, the sea level was 2-3 m above the current level during the warmer Atlantic Period and gradually decreased from 4000 years ago with the onset of a colder polar period. Since then, the sea level has significantly retreated (Motamed & Gharib Reza 2007: 77-82).

Available data suggest that a short-term cold phase occurred 3000 years ago, after which sea level rose again 2500 years ago when the climate became warmer and glaciers melted. Additionally, land uplift significantly increased everywhere along the Makran coast more than 10,000 years ago during the Holocene, accelerating geographical changes (Gharib Reza & Motamed 1997, 146). In some areas along the coast of the Oman Sea, water has taken over more than 5 km² of land (Yamani 1999: 19).



Figure 1: Location of Tis, Chabahar, and Shahid Beheshti port in SE Iran.

II. Chabahar and Tis a key strategic points for different purposes

For decades, Iran has envisioned itself as a vital transit hub bridging East and West. Tis port which today has been named Chabahar Port, located in the Sistan and Baluchestan province on the Gulf of Oman, is central to this vision. More than just a port, Chabahar represents a strategic chess piece in Iran's geopolitical strategy, aiming to boost regional trade, bypass geopolitical constraints, and project influence in the Indian Ocean. Chabahar's strategic significance lies primarily in providing a viable alternative trade route for

landlocked Afghanistan and Central Asian. Chabahar offers a direct and shorter route, significantly reducing transportation costs and transit times. It is Afghanistan's shortest and least costly transit route to world markets and can be a good alternative to Karachi Port (Raheem, 2019: 67). This access is crucial for Afghanistan's economic development and stability, making Chabahar a vital lifeline for Afghanistan. Beyond Afghanistan, the port also holds potential for trade with Central Asian republics like Uzbekistan, Turkmenistan, and Tajikistan, offering them a gateway to the Indian Ocean and beyond (Fig. 2).

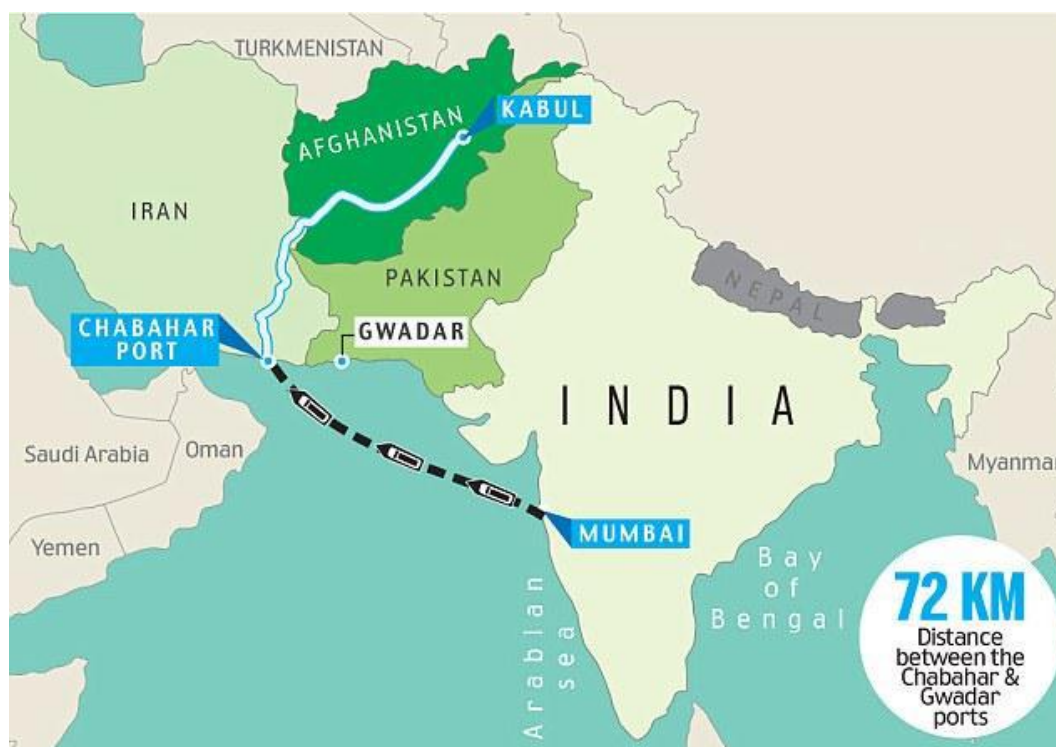


Figure 2: Proposed map for the understanding of the importance of Chabahar for Afghanistan (After Motfi *et al.*, 2018).

After the Islamic Revolution, due to a lack of funds, part of the plan was postponed, and part of the plan included the installation of a fast-installing pipeline and an overflow damper. Shahid Beheshti Harbor, as the main harbor of Chabahar in 1981 in connection with the Iraq-Iran war and with the government's emphasis on the necessity of having a port outside the Strait of Hormuz and Persian Gulf was constructed. The quay of Shahid Kalantari, with the completion of the four posts of the metal pier, was practically exploited in 1362/1983. With the launch of the 5th Shahid Kalantari Port and the 5th Shahid Beheshti Port, in the past years, the Chabahar Port has a capability of 12.5-meter jet vessels (Dashtban and Alishahi, 2020: 43).

III. Historical Geography of Makran Coasts and Tis

Due to its strategic location on the Makran coast, the port of Tis has always played a significant role in the region's political and commercial dynamics (Mojtahedzadeh, 2016: 78). However, systematic studies on the geopolitical developments of this port remain lacking. Existing research on Tis can be categorized into three main areas:

1. Historical and documentary studies (Seyyed Sajjadi, 2019: 403-445)
2. Archaeological studies (Moradi, 2011; 2021; Heydari, 2023; Shirazi *et al.*, 2025: *forthcoming*)

3. Limited contemporary geopolitical studies (Hafeznia, 2015). The port of Tis boasts a long historical legacy, having been one of the most important commercial and fishing hubs in southeastern Iran. Its origins trace back to the Parthian and Sasanian periods (Seyyed Sajjadi, 1990: 53). Despite its historical importance, no major archaeological excavations have been conducted at the site. Nevertheless, written sources confirm its existence before Islam and during the early centuries of the Common Era.

The Makran coast was known to early Mesopotamian and Indus Valley civilizations. Archaeological evidence suggests that the Harappans (2600–1900 BCE) engaged in maritime trade with Mesopotamia via the Oman Sea (Possehl, 2002: 213-217). The ancient port of Sutkagan Dor in Balochistan served as a key Harappan outpost, linking the Indus Valley with the Persian Gulf (Ratnagar, 2004: 88-92). Archaeological evidence suggests that Chabahar coasts were part of the Maritime Bronze Age trade network linking Mesopotamia, Dilmun (Bahrain), and the Indus Valley Civilization (Possehl, 2002; Shirazi *et al.* 2025: *forthcoming*). While not as prominent as other Harappan ports like Lothal (in Gujarat), Tis likely served as a transit point for goods such as carnelian, copper, and timber (Ratnagar, 2004:90; Shirazi *et al.*, 2025: *forthcoming*).

By the first millennium BCE, the Achaemenid Empire (550–330 BCE) incorporated the Makran

region into its administrative system. Under the Achaemenid Empire (550–330 BCE), the Makran coast, including Tis, became part of the satrapy of Maka (modern Makran). Greek historians noted its importance for naval logistics, particularly during Alexander the Great's campaigns (Arrian, *Indica*, 2nd c. CE). Greek historian Arrian recorded that Alexander the Great's fleet sailed along the Makran coast during his return from India (Arrian, *Indica*, 2nd c. CE). The harsh conditions of the Makran desert and coast, however, led to significant losses among his forces (Bosworth, 1996: 100-101).

The Parthian Empire (247 BCE - 224 CE) had a significant presence in the Makran region, which is located along the southeastern coast of Iran and southern coast of Pakistan (Mokhtari *et al.*, 2008: 48-52; Musson, 2009:114). The archaeological evidence of the Parthian dynasty in the Makran coasts comes from a kind of grave named *Gouri* or *Dambi*, dated back to the Parthian period in the region (Moradi *et al.*, 2021: 263-7). During their rule, the Parthians benefited from the Silk Road trade, which included both land and sea routes through the Persian Gulf (Daryae, 2009). The Parthian governance in the Makran area was characterized by a feudal system, with local kingdoms along the Persian Gulf enjoying semi-independent status (Ibid). This system allowed for some degree of local autonomy while maintaining overall Parthian control. Interestingly, the Parthians appointed officials such as the Arabarch to patrol the desert areas inhabited by Arabs, indicating their awareness of the importance of their southern provinces (Ibid). The transition from Parthian to Sasanian rule in the region marked a shift in

the geopolitical landscape, with the Sasanians inheriting the legacy of conflict with the Roman Empire in the west (Frye, 1983: 150-180).

Later, the Sassanian Empire (224–651 CE) fortified Tis as a defensive outpost against Arab and Indian pirates (Daryae, 2003: 5). The Sasanid Empire, which ruled Iran from 224 to 642 CE, developed extensive trade networks that extended beyond its immediate neighbors. While direct evidence of trade between the Sasanids and Africa is limited, there are indications of indirect commercial connections through intermediaries. Sasanids inherited a legacy of conflict with the Roman Empire from their Parthian predecessors, which influenced their trade patterns and diplomatic relations. This rivalry may have encouraged the Sasanids to seek alternative trade routes and partners, potentially including African markets. However, it's important to note that the Roman Empire controlled much of North Africa during this period, which could have complicated direct Sasanid-African trade (Rubin, 2001: 650-720). In conclusion, while specific details about Sasanid Empire trade with Africa are scarce in the provided context, it is plausible that such trade existed, albeit likely through intermediaries. The Sasanids' expansionist ambitions and their belief in Iran's destiny to rule over former Achaemenid territories suggest a potential interest in extending their influence and trade networks to Africa. Further research into archaeological evidence and historical records from both regions would be necessary to establish a more comprehensive understanding of these trade relationships (Fig. 3).



Figure 3: Graves on the Tis date back to the Sasanid period (After Tofighian and Bastani 2016).

With the rise of Islam, the Oman Sea became a critical route for Arab and Persian merchants. The port of Sohar (in modern Oman) emerged as a major trading hub, connecting the Abbasid Caliphate with India and China (Al-Salimi & Staples, 2018: 120-180). The Mihran River (modern Dasht River) was described by Arab geographers like Al-Mas'udi (10th century) as a vital waterway for trade (Al-Mas'udi, *Muruj al-Dhahab*, c. 947). The region also witnessed naval conflicts, particularly between the Sasanids and Arab forces during the early Islamic conquests (Kennedy, 2007:120-160).

After the Arab-Islamic conquest of Persia (7th century), Tis became a key port under the Umayyad and Abbasid Caliphates. In the Islamic era, the name "Tis" is mentioned in most traditional literature of historical geography at the same longitude and latitude. Some of these sources, include: Kharazmi (812 AD), *suratol-arz*; Sohrab (914 AD), *ajāyebol-aqālim*; Istakhri (920 AD), *masālekol-mamālek*; Yaqut Hemawi (1191 AD), *mo'jamol-boldān*; and Abulfeda (1391 AD), *taqwimol-boldan* (Seyyed Sajjadi 1997:403-4). Innumerable ancient monuments, including thousands of cemeteries carved in stones around the Tis village, bear the abundant evidence of the village being magnificent and ancient. Moreover, the name "Tis" is cited, spelling "Tiz", in the reports of the historians who accompanied Alexander the Great, suggesting that the Tis village has more than 2300 years of formal history. (Samaram, 2005: 1).

Regarding the name Tis, it should be noted that in historical texts, it has also been referred to as Tīz (Seyyed Sajjadi, 1997: 325-30). The port's unique geographical position—situated at the crossroads of maritime trade routes—made it a vital hub for cultural and economic exchange (Mojtahedzadeh, 2016: 78).

The name of this port has been recorded in historical texts with various spellings, including Tīz (a different spelling in the Persian language), with the latter being the most common. Based on certain visual similarities in Greek texts and their geographical alignment, some scholars suggest that the name might date back to the Achaemenid period. Aside from these ancient Greek

sources, the oldest historical document explicitly mentioning this port (as Tīz) is *Šūrat al-Arz* ("The Image of the Earth"), written by Muḥammad ibn Mūsā al-Khwārazmī (AD 781 / 292 AH). Additionally, other renowned geographers and historians from the early, middle, and late Islamic periods—such as al-Iṣṭakhri (10th century) in *al-Masālik wa al-Mamālik* ("Routes and Realms"), al-Maqdisī (10th century) in *Aḥsan al-Taqāsīm* ("The Best Divisions"), and others—have referenced this port by the name Tīz (Seyyed Sajjadi, 2019: 403).

According to these sources, the port of Tīz was, for a brief period, one of the most significant ports of Makran on the coast of the Oman Sea, serving as a vital link for merchants engaged in trade with the commercial ports of East Africa and India. Although Tīs never attained the same level of importance or international commercial prominence as renowned Persian Gulf ports and islands like Sīrāf, Kish and Hormuz, Muslim geographers still recognized this small port as the only trading harbor along a relatively long stretch of coastline between Hormuz at the mouth of the Persian Gulf and the port of Debal (near the delta of the Mehran River/ Indus) in Sindh (Ibid.).

The Kermani historian Afzal al-Din Abu Hamid ibn Hamid Kermani (12 AD) highlighted the significance of Tis, noting that this port exported sugar, sugarcane, and various textiles to both Islamic and non-Islamic lands. Merchants from India, Abyssinia (Ethiopia), Bahrain, and Arabia frequented the port (Seyyed Sajjadi, 1997: 325-331). However, with the decline in sugarcane cultivation, panīd (raw sugar) production, and other agricultural and economic activities, Tis gradually lost its prominence. By the Safavid era, it was first replaced by Bandar Abbas and later by smaller, less significant ports. By the medieval period, Tis faced competition from Hormuz and Sohar, but it remained strategically significant. In the 16th century, the Portuguese attempted to control the Makran coast, leading to clashes with local rulers and the Omani Yarubid dynasty (Alpers, 2014:62-65). The port later declined due to shifting trade routes and the rise of Bandar Abbas (Fig. 4).



Figure 4: Portuguese fortification on top of the Tis dated to 16-17 AD (After Heydari 2023).

IV. The importance of Tis in the past

IV.1. Maritime Trade with India and Africa (Naval Commerce)

Due to its strategic location on the Makran coast, Tis historically served as a crucial bridge connecting Iran, the Indian subcontinent, Oman, and East Africa. During ancient and medieval times, this port was a significant commercial hub, even rivaling Hormuz in importance. While Tis has lost much of its former commercial prominence today, analyzing its geopolitical role offers valuable insights into the region's historical and economic transformations.

The Sassanians inherited and expanded Persia's maritime tradition, transforming ports like Tis into strategic assets. Located near the Strait of Hormuz, Tis occupied a liminal position: it connected the Persian Gulf to the open Indian Ocean while guarding the Makran coast against incursions. Recent scholarship has underemphasized Tis in favor of better-studied ports like Siraf, yet primary sources and archaeological work confirm its outsized military role (Daryaei, 2003:3-5; Whitehouse & Williamson, 1973:37-39), and the remains of Sassanian-era stone towers along the Makran coast match Procopius' descriptions of Persian "lighthouses" used for surveillance. Furthermore, teak beams found at Tis indicate local naval construction, likely for the Shalandi (warships) used against Arab raiders (Hourani, 1995: 82-92). Al-Tabari records Khosrow I (r. 531–579 CE) stationing ships at Tis to

suppress piracy. A 5th-century Byzantine account notes Tis as a checkpoint for Indian goods entering Persia (Cosmas Indicopleustes, Christian Topography).

IV.2. Tis in Regional Power Struggles

During the 6th century and proxy wars between Sassanians and Byzantines, Tis served as a staging point for Persian interventions in Yemen (Potts, 2012: 25). Excavations reveal Axumite pottery, suggesting naval engagements (Rougeulle, 2015: 60-75). In addition, it was used for defending against pre-Islamic Arab Threats. For example, the Sassanians used Tis to counter Lakhmid pro-Byzantine Arab allies whose raids threatened Persian shipping and the Azdi Tribe, Omani groups increasingly active in coastal raids (Wilkinson, 1987: 50-80). Therefore, the Sassanian investment in Tis reflects a sophisticated maritime strategy balancing economic and security needs. Its military infrastructure outpaced purely commercial ports, revealing Sassanian priorities in controlling western Indian Ocean trade routes. The Arab conquest and subsequent rise of Basra/Siraf marginalized Tis, but its 400-year tenure as a naval bastion underscores the Makran coast's geopolitical significance.

IV.3. Socio-Economic Role in History

Historically, dates, fish, textiles, and a kind of Sugar named Paniz were exported from Tis, and instead,

spices, ivory, and African goods were imported on the Tis.

Historical accounts mention pearl fishing in the coastal waters near Tis, and the village has ancient cemeteries (Shirazi *et al.*, 2012: 1) similar to that one on the Siraf port that may date back to the Sasanid and early Islamic Periods. In addition, 3 caves carved near the village (Sarhaddi Dadian *et al.*, 2017: 3) reflect its role in Islamic and Baluchi traditions in the southeastern coast of Iran.

V. The importance of Tis in the modern era

V.1. The geopolitical role for transcontinental trades

The Chabahar port, as the modern city of Tis, plays a significant geopolitical role in the modern era, particularly in the context of the Indian Ocean region and South Asia. Chabahar port's strategic location on Iran's southeastern coast provides it with immense geopolitical importance. It serves as a crucial gateway for landlocked Afghanistan and Central Asian countries to access international waters, bypassing Pakistan

(Bouchard & Crumplin, 2010: 35-45). This aligns with India's efforts to enhance its regional influence and counter China's growing presence in the region through the Belt and Road Initiative. The port's development is part of India's strategy to strengthen its position in Afghanistan and Central Asia while reducing dependence on Pakistan for transit (Yousuf, 2023: 343). Interestingly, the geopolitical significance of Chabahar port extends beyond regional dynamics. It represents a convergence of interests between Iran, India, and Afghanistan, potentially reshaping regional power dynamics. However, the port's development and utilization face challenges due to ongoing geopolitical tensions, particularly between the US and Iran, which could impact international investment and cooperation. In conclusion, Chabahar port exemplifies how infrastructure projects can become focal points of geopolitical competition and cooperation. Its development reflects the complex interplay of regional and global powers' interests in the Indian Ocean region, highlighting the intricate relationship between economic development, strategic interests, and geopolitical maneuvering in the modern era (Power, 2019) (Fig. 5).



Figure 5: The significant role of Chabahar for maritime trade between India and Europa (After Motfi *et al.*, 2018).

V.2. India, Iran Infrastructure Cooperation

India and Iran are currently charting plans to acquire equipment and machinery to enhance the capacity and increase vehicular movement at Chabahar port, after the two countries signed a 10-year deal to develop part of the Iranian port.

One of the many of India's international infrastructure investments is of strategic importance and is partly a reaction to China's corresponding investments in the last decade or so (1). It serves as an outlet to the Indian Ocean, the International North-South Transit Corridor (INSTC) initiative. The ultimate goal, a new 'Southern Silk Road' connecting Iran to

Central and South Asia through roads, railways, and, last but not least, major ports. The crucial Silk Road port in this case is Chabahar, in Sistan-Baluchistan province, in the Hormuz Strait, in southeast Iran.

However, State-owned Indian Ports Global Ltd (IPGL) and the Ports & Maritime Organisation (PMO) of Iran signed the agreement to develop and manage the Shahid-Behesti terminal at the Chabahar Port in southeastern Iran, but due to sanctions proved by USA, there are some problems in operating the agreement.

V.3. Tourism industry

Ports play a crucial role in the economic and socio-cultural sustainability of destinations, acting as a bridge between onshore tourism and global operators. They support the promotion of local brands and can help reduce congestion in popular tourist areas. In some cases, ports can be closely tied to specific tourism products. However, it's important to note that the impact of port-related tourism can be complex. While it can bring economic benefits, it may also lead to challenges such as environmental concerns and the need for careful management of tourist flows. Archaeological and historical sites are important cultural heritage assets that connect the past to the present. These sites often face various threats, including natural disasters, climate change, and human activities. Innumerable ancient monuments, including thousands of cemeteries carved in stone around the Tis village, bear the abundant evidence of the village being magnificent and ancient. Moreover, the name "Tis" is cited, spelling "Tizz", suggesting that the Tis village has more than 2300 years of formal history. In this article, various geographical, historical, natural, and

demographic features of the Tis village as well as its ancient monuments, are a potential heritage for developing the tourism industry in the region (Samaram 2005: 1).

VI. Conclusion

The port of Tis stands as one of the historically strategic harbors in the Makran region, having played a significant role in commercial and political relations between the Persian Gulf, Indian Ocean, and East Africa. This port serves as a prominent example of geopolitical transformations in Iran's historic ports. While in the past it held a key position in maritime trade due to its strategic location, today it is primarily recognized as a cultural heritage site and historical foundation for Chabahar's development. Nevertheless, studying Tis's history can offer valuable lessons for regional trade and security policies. Portuguese documents indicate that Tis still maintained commercial significance in the 16th century (Floor, 2006). However, its importance gradually declined with the development of Bandar Abbas (Lambton, 1984: 189). Today, Tis is mainly regarded as a historical site. Yet its proximity to Chabahar has lent it renewed security significance. Research demonstrates that Tis exemplifies the profound impact of geopolitical factors on the fate of historical ports (Hafeznia, 2015: 207).

Although Tis has largely lost its functional role as a port in the modern era, recent political and international developments have restored its strategic relevance. The Iranian government is now vigorously pursuing the modernization and development of Chabahar Port - the direct descendant of Tis - recognizing its renewed importance.

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