

## *Arvand River*

A memorial of thousands years of Persian's Ancient civilization

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Name	Root	Date
Tigra*	Old Persian language	500 B.C
Tighar	Avestan language	ancient
Tjj	Sanskrit	ancient
Tigran	Armenian	ancient
Ti-gi-ra	Elamite	ancient
Di-iq-lat	Babylon	ancient
Digle	Persian	Sassanid
Tigris	Greek	500 B.C
Arvand River**	Avestan language	Sassanid
Dijle	Arabic form of Digle	After Islam
Shat-Al-Arab	Arabic	After Islam

**\*the English term "Tiger" is taken from the Old Persian term "Tigra," means sharp and roaring**

**\*\*Arvand River is the translation of Tigar, which comes in the ancient inscription of Great Darius.**

## Abstract:

Arvand River is one of the Iran-Iraq Border Rivers, which is located in Khorramshahr and Abadan. The length of its border is 84 kilometers. Arvand River constitutes of meeting of Tigris and Euphrates rivers in al-Qurnah, which is in 110 kMs north of Abadan. It passes from southeast of Basra, Iraq, Khorramshahr and Abadan and then in 8 kMs south of Arvandkenar joined to the Persian Gulf (Pars Sea). Unfortunately, Arabs of south of Persian Gulf had a long history in changing and faking the historical names and universal documents, thus the ancient name of Arvand River, which is related to 2500 years ago, is not accepted by them, and they called it Shatt-al-Arab, which has existed for 1400years. However, Arvand River, which is mentioned in the Shahnama and classical texts, is known in all formal correspondence in Iran. Arvand River is officially recognized in the Islamic consultative assembly in Iran as well. One of the reasons for 8years Iran-Iraq forced war was this river, which has the great importance for Iran. With tearing 1975 Algiers Arvand River agreement by Saddam Hussein, the longest war started. Iran has never overlooked the 50-50 rights of Iran and Iraq in any circumstances and in any government, because Iraq was a part of Iran for more than 2000 years, and the race of their people is not Arab. They just speak Arabic, which is mixed of Assyrian, Kurdish and Turcoman race. Found antiques and ancient places such as Al-Mada'in Ctesiphon and Hatra palace in north of Iraq, which were built by Iranian 1600 years ago, are just some facts about Iraq to be a part of Iran. Majority of the Shiite sect and religious solidarity with Iran show the connection. Thus, historical rights and background of a civilized nation like Iran, which based the first universal charter of human rights, is all around Middle East and these areas are part of Iran. Nevertheless, separate from historical issues, mouth of Arvand River is Arvandkenar in Iran and Faw in Iraq. Arvand River, Wild River, had been struggling for the recent century, and it has been struggled during the forced war, and many soldiers have been killed to defense it. Before that Iran was strong and owned many areas beyond Arvand River but quarrels started with England's colonialism and constructing small and fake countries like Iraq.

## Background of Arvand:

Since the first empire was laid the basis and Assyria by Aryan's Medes and Babylonia by Cyrus the Great were run\_ Arvand River or Tigris flourished on the western countries of Iran. Iranian have made some dams on Tigris and Euphrates (Iraq), so the western part of Iran became fertile and Al-Mada'in Ctesiphon palace, which is one of the greatest capitals of

the world was built by them besides the river, and commands have been made to east and west from this place. In this ancient capital that nowadays aliens has and destroys it, emperor of Rome kneeled down for Iran and west head down to prostrate east.(Inscription in Bishapur and Naqsh- e Rostam). Iranian, who were capable of agriculture and flourishing on the lands and were familiar with making dams and preventing from storms and flowage, developed and flourished Mesopotamia, which is a desert . Nowadays, many of the villages around Tigris and Euphrates have kept their Iranian names.

Tigre is remained from the first empire of the world, and it means sharp-fast and rebel. The history of this name is because of the flood and destruction that storms brought about over and over. Many dams have been made by Iran's kings for protecting from these damages which storm even destroyed these dams.

The origins of this river in Zagros are long enough to make the feeder bed downhill, and overflow in rainy days of spring and continually fast flowage joined to the Tigris in Esfand(March), Farvardin(April), Ordibehesht(May) and cause storm. In history of Mesopotamia, these overflows cause a lot of destructions. One of them happened in 629 A.C, which had an irreparable destruction. Both Tigris and Euphrates overflowed and broke all the dams. Farms damaged and about 100,000, people were killed. Khosrau II, Sassanid king, spend a lot of money for closing the dams, but it did not work, and it destroyed Ctesiphon palace. After this grand massacre, famine and plague covered the whole city. Kavadh II, Sassanid king, passed away because of this sickness and many historical experts believe that this famine and grand destruction which killed and destroyed Sassanid Kingdom was the reason of Arabs' raid of south of Persian Gulf.

### **Geographical position of Arvand River:**

Arvand River(Tigris) is originated from Taurus's mountains in southeast of Elazig. It goes to Iraq after passing the southeast of Turkey. It passes many hilly straits and Great Zab and Little Zab, which originated from western mountains of Iran, joined to Arvand River in Aryanian area of Kurdistan. It is written in geographical books that Zab River is digged by Zab, Iran's king. The root of this word is (zah) + (water) and the word Zahab on the Sar-e Pol-e Zahab Kirmanshah is originated from that combination. In this word,"Zah' means 'generator," root of Za means generative and "Zahab" or "Zab" means Zayandeh Rud. Zayandeh Rud of Ispahan is the same. The local names of these two are ( Zi bachook) or little Zab and (Zi goor) or great Zab in Kurdistan.

Then Arvand River passes through Samarra and Balad and joined to Mesopotamia plain and moves all the sediments of Diyala River toward west. Diyala River is made by intermix of Sirwan, Zalam and Tanje Ro and their meeting point is called Doavan. Diyala is called Sirwan in Iraq and near the Salman Pak area, famous to Salman-the-Persian, joined to Tigris and moves it toward west near Euphrates. Tigris again comes back to Zagros Mountains and near Amarah because of sediments of Karkheh turns to south and in an Al-Qurnah, 64 kMs north of Basra, Euphrates river joins it. Then in the north of Abadan, Karun will join it and Arvand River, after passing whole Abadan, entered to the Persian Gulf (Pars Sea). Arvand River is 1950 kMs from its origins to Pars Sea and has 50 million ton sediments each year, which is more than Nile sediments.

### **History of the name of Arvand River:**

Arvand River is an ancient and historical name; at least, it came back to Achaemenian era. Ancient documents are the proof for the name of Arvand River and show that Arabian documents appear later and are fake, because the foundation of Iraq is fabricated, and its people are not Arab. Their language is Arabic and Arabian names for areas, that their non-Arabian ancient civilization is more than 3500 years, is not acceptable. Bistun inscription of Darius the great and Shahnameh are the ancient documents of the name of Arvand River.

The name of Tigris was first seen in the inscription of Darius the great in Bistun. It was written that:

“Nidiltoble army was in Tigris. It was navigable, so I ordered them to go aboard. Others rode camels, and the rest rode horses. Ahura-mazda helped me, and I passed Tigris. I failed the Nidintoble army severely. 26days of Asi Yadi passed.

Asi Yadi means worship of fire, and it is the same with November - December and Aban – Azar. The name of Tigris is written in ancient Parsi inscription, Tigra and in Islamic text is like ti-ig-ra. European calls Tigris with these 2500 years-name of Tigre. Arvand River or Tigris which is written in the inscription of Darius the great, tigra, passes 1950 kMs from its origins in Taurus to Persian Gulf. Taurus Mountains are located in old Armenia and modern Turkey.

As it was mentioned, Arvand River is written Tigra in Darius's inscription, and Greece called it Tigris with adding S. Tigra in Avesta is Tigria Tighz and in Sanskrit means fast, sharp and rebel. This word, in Persian, is called sharp and still changeless. In Middle Persian Arvand River means great and pompous.

This word in Old Persian language, Tiger Khod means Tiz khod, is the name of one of the Scythian spices. Furthermore, Tigran , which is one of the special Armenian names and its borrowed from Persian, means rebel and fast. The ancient name of Miafarqin, which is Tigranokert, is taken from Farghin. It is taken from Persian language by Greece and then entered to Latin language. In European language, it means a quick jumper and sharp teeth animal like tiger, and its Persian root is given to all cultures. Tigra has change phonetically when it entered to Babylon language. And these little changes, turned it to "Digle."

Then "g" substituted to "j" and Digle changed to Dijle and finally, its Arabian pronunciation changed it to Dijle. In Sassanid era, it was called either Dilge or Dilge and translated Tiger to Pahlavi and called it Arvand River. The word Arvand means tiger and in Sassanid era, both names of Arvand and Digle were used for Tiger River. ( Iranvij. Dr. Bahram Farah-Vashi, P 109-112 and Abbreviation in 186).

Arvand River is a translation of Tiger, and its root is related to Avesta. It is come from Aurvat in Avesta from an ancient root of Aurva, means rebel, fast and sharp and Vat or Vant suffix, which means the holder. The root of Arvand is seen is Lohrasb too. Lohrasb is combined by two words: Aurvat and Horse which mean fast horse. Aurvat ( Arvand) is attributed to angle of water or Apam Napat or Anahita, and Iranian called it with that name because they had a lot of respect to flow water because of being rebelled, sharp and fast and also because of respect to the God of sun( Mithras) and Anahita.

Arvand had some other usages. The son of Khosro II was Arvand-Dast( means Nimble) and also one of the Commanders of Achaemenian Ardeshir II was Arnet, which is Arvand in Persian. Alvand Mountain, in Hamedan Provence which means sharp and Sharp Mountain peaks as well.

It is written a poem in Jahangiri's culture about Arvand:

"Remember the name of Arvand-Rud, which Arabs call it Shat-al-Arab"

Digle (Tigris) comes to ancient texts of Pahlavi over and over.

- ❖ Tigris River which is called Dagtel .....
- ❖ Tigris river came from Deylaman and Jointed to sea in Khozestun....
- ❖ Euphrates passed the border of Rome to Assyria, jointed to Tigris and it is called Euphrates because it hustled on the ground....

It is written in Pahlavi letter:

Except 3 small seas which their water is come from Alborz Mountain, two rivers are in the west, Arvand River and Behrur, which Arvand is next to Dejle. Arvand River is one of the

seven Sepand Rivers (Holy River) in Avesta. (R.k: international rights of seas and Iran's issue, Dr. Bahman Aghayee, page 127)

It is written in the 7th part of Amesha Sepand or in 10th Pazend:

Victorious on Arvand Mountain

Victorious on origins of rivers and seas

Victorious on Arvand River victorious on Behrud and Euphrates

Furthermore, in Al-Masalek Al-Mamalek by Aboleshghan Ebrahim Estakhri, passed away in 346, mentioned to Tigris:

“Abadan is the city that Tigris joined to the sea”

Great Ferdowsi used the name of Arvand River over and over in the story of Anushirvan's dream.

There are other poems about Arvand River in the history, such as the poems of Ghaani and Bahar.

### **The origins of Arvand River:**

The river that constitutes Arvand River originated from Turkey and Iran. Turkey's rivers are Tigris and Euphrates. Euphrates River originated from eastern mountains of Turkey and passed Syria and Iraq. That area has an Iranian civilization, and Kurdish people live there. The length of Euphrates is 2300 kMs from its origins in Turkey to the conjunction to Tigris which 2200 kMs of it is in Iraq. Many branches have joined to this River in Turkey, such as: Morad, Mehri, Tokhma and Piri soo.

Tigris River is originated from eastern mountains of Turkey and enters to Iraq. Its length is 1900Kms which 1448 kMs of it is in Iraq. The rivers that join it in Turkey are Botan, Ehay Vazposio. Given the fact that the origin of Euphrates is in Turkey, this country is the biggest and most important country to control the amount of water runs in Syria and Iraq.

In recent years, because of dams of Turkey (Kiban) and (Euphrates) in Syria on the Euphrates River, the amount of water that enters to Iraq is reduced. So there are some conflicts between Iraq and Syria.

Rivers originated from Iran and enters to Iraq and joins to Tigris or Arvand River are:

- 1- Karun River: Karun River has been jointed to Doz River and it is the most important river which jointed to Arvand River, and it can be compared with Tigris and Euphrates. Karun River sheds 750 cubic meter water to Arvand River each second. Karun river water is high so it is navigable in 100 kMs from its mouth, and it is the only river that shipping can occur in it.
- 2- Karkheh River: This River is shed to Persian Gulf independently, but it joins to Tigris River near to Sosangerd city.
- 3- The great Zab River: great Zab and Diyala join to Tigris. Great Zab in south of Mossel, little Zab in Takrit and Diyala in Baghdad join to Tigris. Little Zab is popular to Sardasht in Iran.
- 4- Kabur, Sirwan and Alvand originated in Iran and shed to Tigris.

One of the disagreements of Iran-Iraq is related to the joint border of these two in the Arvand River. Iraq that colonialism of England based their geographical borders, believed that Arvand River is belonged to them and claim to have absolute authority on Arvand River. However, Iran believed that by having more than 3000-year civilizations, strong ancient and universal government and because Arvand River is written in many documents of this country and the civilization of this country is constituted here, and also Arvand River is a border river, and it is navigable. So according to the international principals, the border of two countries should be "Thalweg line." Thalweg is an ancient German name which means "Valley" and in technical term, it means the deepest and navigable place of river is border of two adjacent countries.

### **Ports of Arvand River:**

Ports of Arvand River are: Khoramshahr, Abadan and the most important port of Iraq are: Basra, Abol-Khasib and Faw.

- Khoramshahr port is located in the right coast of Karun where it joined to Arvand River. Khoramshahr was established by "Haj Jaber Kabi " in 1812, and gradually it changed to a great port. Distance of Khoramshahr to Persian Gulf is 96 KMs and to Basra is 54KMs.

The First World War helped Khoramshahr a lot because when other commercial roads were closed, commerce road of Khoramshahr to Ahvaz and Ramhormuz was the only safe road of commerce with the world. After that Khoramshahr changed to the biggest center of commerce with the world. In addition to that, discovery an extraction of oil in " Eghlim-e-Ahvaz" flourishes on Khoramshahr more and more.

Up to early 1970, Khoramshahr was considered as main port of commercial of “Eghlim-e-Ahvaz”. Import goods were dumped there and transferred by train and other ways to all over Iran and export goods were sent to out of the country. However, in the beginning of this decade, traffic of Khoramshahr port was reduced gradually, because of continues disagreement of Iran and Iraq about Arvand River.

- Abadan port is the biggest economy and industry center, because of establishment of Abadan refinery and development of Petroleum industry. As Khoramshahr gained a huge amount of money for government by customs' income, the economic and Oil-rich city of Abadan is the biggest source of earning money by exporting Petroleum and oil.
- Khosro-Abad port is located in 21 kMs south of Abadan port. It was established by Iran Petroleum Company and Britain's colonial in 1937, and as an oil port has enough facilities and wharf, it was used for exporting oil until 1951 and about 30 oil tankers lading there monthly. After nationalization of the Iranian oil industry, it is used as a base for sea forces and custom guards, so the pipes that took oil from Abadan to Khosro-Abad were collected.
- Alghasbe port is at the end of the Arvand River and its delta. It is used for bargain with Kuwait Port and other ports of Persian Gulf. Arvand-Kenar is the last port in Arvand River.
- Basra port: it is the biggest and important port of Iraq and the second big city of the country after Baghdad. Basra was occupied in the time of Karim Khan in 1776, and up to 1779 was occupied by Iranian. In this time, Sadegh Khan- Karim Khan's brother- came back to Iran immediately to achieve the power of Iran. So Basra went under penetration of Ottoman government. The distance from Basra to Persian Gulf is about 150KMs and population of this city was formerly about one million.
- Abol-Khosayb Port is located in south port of Basra. Currently, it has no inhabitants, and Iraq's government changed it to a military port.
- Faw port is located in entrance of the Arvand River and the end of Faw peninsula. In early 1960, and after establishing some oil terminal, it was dedicated to export oil.

### **Arvand River agreements:**

By the way, in order to determine the border of two countries in Arvand River, several agreements were signed between Iran and Ottoman and its substitution, Iraq. Which the most important cases of them are: second Arz agreement of Rom, 1847, protocol of Istanbul, 1913, records of restriction of boundaries of 1914, agreement of 1937 and border and adjacent agreement of 1975 which because of that the border of two



countries in Arvand River is determined as Thalweg line. After repealing the agreement of 1975 and Algeria declaration in 17th of September of 1980, Iraq officially announced in 25th of November of 1982 that Algeria's declaration is accepted again. So the agreement with Thalweg line as the border of two countries was announced again. In addition, because of all mentioned agreements, Iran has the right to shipping to Arvand River.

### **Disagreements of Iran-Iraq over Arvand River:**

In the July 3, 1937, expansionist contract was hold between two countries of Iran and Iraq, according to that, the right of shipping in all over Arvand River, except five kMs of sea of Abadan to the Thalweg line were assigned to Iraq. The old river of Iran was taken from Iranian by expansionist conspiracy of England. So the first agreement about Arvand River was imposed to Iran by British government and ownership of the new established Iraq by Britain was developed on Arvand River, except that 5 KMs. However, with the coup of Abdol-Karim Ghasem in December 20th of 1959, Arvand River changed to a critical crisis in the relationship of Iran and Iraq. The relationship of two countries entered to a new crisis, when Hassan AL-Bakr (Arch of Iraq coup) claimed to have absolute ownership of Arvand River and Ba'ath authorities decided to control the documents of entered ships in Arvand River. And in April 14th in 1969, the ministry of foreign affairs of Iraq determined the Chanel of Arvand River inseparable port of Iraq and asked Iran to bring its flags down from the ships. In May of 1969, Iran's government canceled the border agreement of 1937 and announced that they are eager for conclusions of agreement on the Thalweg line. This occurrence destroyed the relationship of two countries but with mediating of Havari-Bo-Madyn in the OPEC meeting, there were some agreements that after the revolution of Iran, these agreements have ended. Because of Algeria's assertion and with accepting the Thalweg line as a border line of two countries, the ownership of Iran on Arvand River was totally accepted. However, after resistance of Iranian, on 14yh August, 1990, Saddam Hussein, president of Iraq, sent a letter to Akbar Hashemi Rafsanjani, president of Iran, and accepted all the conditions of Iran for establishing peace between two countries. So Saddam Hussein accepted the agreement that one day with its cancellation, he started an inhuman war against Iran, and Arvand River became a part of Iran.

## **Economic and strategic importance of Arvand River up to the end of 19th century:**

Arvand River, Tigris and Euphrates were important to merchants. These Rivers were used in Babylon, Greece and Sassanid era and the cities located in this trade line became a dominant empire, and they were the richest cities of the world. In 1922, an engraved seal was found near Baghdad, which was similar to found seals of north of India. It shows that for thousands years, Arvand River was the only commerce and communicative way between west and east.

Tigris River was used for small ships up to the end of Beyn-Al-Nahreyn, so good transportation from sea was possible by Persian Gulf, Arvand River and Tigris up to Asia Minor, and it was connected to Meditarian Sea from ground. This way was the easiest and cheapest way and also considering as shortest and directed ways of commerce. That time the capacity of a ship was little and using Arvand River, Tigris and Karun were suitable for these ships.

So it was preferred to other ways in all over middle Ages and even after finding Omidnik Cape.

In 1639, "Eastern Indian Company" established an agency in Basra port and tried to develop its activity in Arvand River. So for the first time, Britain came to Arvand River. Iraq's situation to accessing to India, enhance the importance of this country for Britains. Even so, 10 years later, because of the severe competition between Netherlands and Britain colonism of England in Arvand River was in danger, because Netherlands destroyed the agency of eastern Indian Company in Basra and after a while the Britain dominated on Arvand River again, and the Agency of Eastern Indian Company has been started in Basra. This company, in 18 centuries, established post lines by Iraq, and it was delivered from Bombay to Persian Gulf, Arvand River to Basra and from Baghdad and Halab to Istanbul by camel. The Agency of Eastern Indian Company controlled these lines in Basra and Baghdad.

With appearance of steamship, shipping was considered more in Arvand River. In early 1826, the first steamship starts running in this river. In order to speed up the transportation, England decided to establish a shorter way instead of Omidnik Cape from Europe to India. On the other side, they desired to enhance the amount of trade by communication lines. So the England government decided to make railways from Syria to Arvand River. Russia supported Britain for these efforts as well. Because Russia thought, they can establish a way from Caucasus to Baghdad. On the other hand, colonel "Chesini" was a representative to check shipping in Arvand River and Tigris from Eastern Indian

Company in 1835. His activity has continued for 20 years. Furthermore, Colonel "Jonz" with Captain "Kampbel" kept mapping from mentioned rivers in 1841 until 1854.

Following that the Britain's Company, Linj, established a shipping line from Basra to Baghdad in 1861. 10 years later, that company established a shipping service from Khoramshahr to Ahvaz. It was expanded in 1887 and reached to Shosh.

In early 19 the strategic importance of Arvand River was considered severely by Britain government. Napoleon decided to enter his military forces to Arvand River and then Persian Gulf from Asia Minor and attacked to India from there. Furthermore, he sent some of his representatives secretly to Asia Minor, Syria and Mesopotamia.

The Indian's British government believed that because Russian government can send its army through Black sea to Arvand River and Euphrates and then Persian Gulf, it is the responsibility of England's colonization to prevent Russia and establish a base in the mouth of Arvand River.

Besides the England government should provide a situation to develop and trade by Arvand River. And improved Ottoman and Pashayi of Baghdad and prepared the people to defense from probable invasion of the northern enemy. Colonel Chelesi believed when the army of Russia reached to Arvand River, it could easily move in shore of Persian Gulf and will arrive at port of Jask. However, if England's colonization deploys its sea forces in Arvand River, the movement of Russia will be stopped. Another idea that has some follower was building Half-Independent government by Davood Pasha in Mesopotamia and dominant on Arvand River and its ports up to "Khaliej." Importance of Arvand River and Persian Gulf was not less than Suez Canal for the England government. These two areas were considered a trade and policy center of India. Strategically, Arvand River is part of Europe way to Persian Gulf, India, southern Asia and Oceania, and it was the shortest way of accessing Europ to mentioned areas. So the England government was determined to keep its control to these areas and confront with other European countries to enhance the dominance. Establishing sea base or military port by every foreign country was a sign of war to England.

### **Economic and strategic importance of Arvand River in 20 century:**

In early 20s seeking and extracting oil, using from Avand Rud and other rivers of Iran and Iraq for oil companies of England's colonization have enhanced more and more. Heavy digging means were shipped from this river and when extracting oil in Iran have increased, the commercial rate transportation from this river was easier and cheaper. In 1904, English

Company starts digging in southwest of Iran and after five-year activities, finally succeeded to discover and extract the commercial rate in 1909. This company starts discovery of oil in Iraq in 1914. It shipped the needed equipment of digging from Arvand River and Tigris to Baghdad and then transferred to digging place from the road.

In World War I, in order to prevent from rebellion of tribes in oil area and guarantee the security of oil places, transportation pipes of oil and ports and England and Indian forces were located in the area. Involving the Ottoman in the First World War, cause that those forces occupied the oil places belonged to Ottoman around Arvand River, Faw port and Basra immediately, and continued to plunder oil places with making security in shipping in the Arvand River.

However, in oil lands, tribes succeeded to violate the oil flow to Abadan port by cutting the oil pipe lines for three months. After finishing World War I, traffic in Arvand River has increased because of enhancing the rate of oil production and its export. After that, Khoramshahr and Basra ports were not practical enough and necessity of modern and equipped port was felt.

So Abadan port was established in 7 miles south of Khoramshahr, and in Abadan, a big oil refinery was made. In the 1911, an oil pipeline was made from Masjed-Soleyman to this refinery, and because the capacity of this pipe-line was not more than thousand tons, gradually with discovering new oil places in "Eghlim-e-Ahvaz", another oil pipe-line established and after some years, the capacity of refinery has increased and turns to one of the biggest refineries of the world. Furthermore, big and new jetty for lading the big oil tanker established in this port and by that, Abadan change from a small village to a modern port in a short time. So, Abadan port was dedicated for exporting crude oil and its production and Khoramshahr port to a main center of commerce.

It was the same for Iraq either. Because of heavy traffic in Basra port, this dedicated to commercial goods and Iraq's government established the Faw port in order to export petroleum. So, petroleum of Iraq was transferred to Faw port by petroleum pipe-line and exported to abroad by big oil tankers. So, discovering and extracting petroleum in the 20s century enhance the economic and strategic importance of Arvand River, especially for England.

Not only, petroleum brings the huge amount of money for England government, but also accessing to it enhances the safety of Arvand River, because sea forces of England can use cheap and great petroleum easily.

Based on this policy, England's government has developed his dominance to all over Arvand River in a way that before the Second World War, this area was under the authority

of a political representative of England. In this time Iraqi ports of Arvand River for controlling the dominance of England in this area and more important of all, for controlling the petroleum wills of Oil Company of Iran and England were so important. In the other word, with starting the Second World War and threat of this area from German, England occupied Ahvaz and Iraq ports in Arvand River, immediately in order to prevent from the occupation of this area by Germans and also provide needed petroleum of allies.

In the Second World War, traffic of Arvand River has enhanced severely because allies dispatched the military equipment to Soviet by that. During the war, more than 5 million ton weapon, arsenal, food and drugs were unloaded in Arvand River port and dispatched to Soviet. It can be said that defeat of German army in Stalingrad is because of sea communicative ways like Arvand River and railroad. So, allies give a victorious bridge to Iran. Economic and strategic importance of Arvand River for England cause that in order to maintain its resources imposed to Iran the second Arz agreement of Rom(1847) and its four explanation accessories, Istanbul protocol (1913) and finally 1937 agreement and took the rights of Iran in Arvand River.

After Second World War, Arvand River has kept its economic and strategic importance for England, during the nationalization of oil industry in 1957 in order to threat Iran, England entered a famous battleship "Moris" to Arvand River, which stopped for a while in Basra port. Besides, England's state improved its forces in Shibanian (near Basra), Habania, Kirkuk, Mosul, near the western border of Iran, which had protestation from Iran's state. However, after Nationalization of oil industry in Iran and Iraq and outgoing of Britain forces from Persian Gulf, Arvand River has lost its economic and strategic importance for England, gradually. Before that, India was independent, so controlling the sea ways which ending to the India was not important for England.

### **Effect of disagreement between Iran and Iraq on economic and strategic position of Arvand River:**

In 1930, Iran's state established a railway from Caspian Sea to Persian Gulf. Because of border disagreement, Iran did not choose the terminal of this line in Khoramshahr, But in Imam Khomeini Port (Former Shapur) in Khur-Musa. Imam port is located in 50 miles east of Abadan port and choosing this port, which was far from Arvand River, had a lot of expenses to Iran's state. A bridge should be established on Karun River in Ahvaz. Furthermore, the Slough around that port should be dried, and a foreshore should be built here. During the Second World War, because of heavy traffics, developing this terminal had a lot of expenses. Moreover, with insistency of USA and Britain and In order to use, a

railway was extended from Ahvaz to Khoramshahr, and this extension reduced the traffic of Ahvaz line to Imam Port.

After Second World War, disagreement of Iran and Iraq in Arvand Rud, especially the financial part of it, prevent it from being deeper and dragged. Bureau of Basra port neglect the responsibility it had. This Bureau was established one-sided by Britain, which controlled Iraq in that time. It has the responsibility for guiding ships like river police, dragging Arvand River and receiving dues from ships. After independency of Iraq, it did not change. Actually, Iran was not agreed with one-sided responsibility and sent several protest notes about that for Iraq's state and even recognizing the new state, postponed Iraq to solve this issue but Iraq was not eager to solve it.

Bureau of Basra port received dues from all ships entered to Arvand River even ships, which came and went to Iran's port. About 70 percent of incomes were from dues gotten from ships of Iran's port. In 1937 and according to article 40 of the agreement which was cancelled in 1969, Iraq was obligated to spend all the custom duties to remove the deficit shipping in Arvand River but Iraq just used 40% of that to improve the situation, and the rests was used to improve Iraq port and Basra airport.

Lack of dragging Arvand River and descending clays in this river cause the ships that have a capacity more than 20 thousand ton not be able to move there. Other problems were about ships that can berth in the high tide in Arvand River and because those numbers of ships were limited according to the capacity of port, thus the waiting time for other ships increased.

Because of that problems after the Second World War Iran stat decided to establish another terminal in Mahshahr port, located in Khur-Musa in order to export crude oil by big ships. It was opened in 1948 and oil tankers with 45 thousand tons could berth there. It was supposed to be built in 1930 and ships with 20 thousands ton berth there, but it was delayed because of financial problems. This issue shows the strategic observation in choosing the place for developing project in this area. In next years, a terminal was established in Khosro-Abad port located in Abadan Island.

From 1960, with increasing the capacity of oil tankers (to 300 thousand tons and in next year to 500 thousand tons), Iran's terminal for transportation became useless so Iran decided to make petroleum terminals in khark Island in Persian Gulf. Iran's petroleum is transferred through the oil pipeline from under the sea to this terminal. Furthermore, extracted petroleum from Persian Gulf is transferred to terminals of Khark Island. In terminals of Khark island ships with more than 100 thousand ton capacity could berth

there. Between 60 to 70 huge oil tanker entered to terminals of Khark Island daily and transferred needed oil of the industrial country.

Because of traffic reduction of Mahshahr port, terminals of this port are dedicated to export oil production of Abadan refinery. In order to transfer oil product of this port, an oil pipeline is attached from Abadan port to Mahshahr port. So Arvand River has lost its importance in exporting oil for Iran.

After the crisis of 1969, importance of Arvand River in commerce was reduced for Iran either and Khorramshahr port has lost its role as the biggest commercial port in Iran. During Arvand River crisis in 1969, Keyhan newspaper wrote about that as follows:

...with occurred situation (1969 crisis), Arvand River has lost its economic situation. Since the most ships transfer goods for Iran, they have anchored in Shapur(imam) port in future.”(43) one year after that, Etefaat newspaper wrote under the subject of” Center of Iran's merchant fleet is transferred from Khorramshahr to Bandar Abbas” that future is more and less centralized in Bandar Abbas for Iran.

This decision had an important change in policy of Iran's seafaring and caused that future design of Iran for shipping and maritime trade transferred from Arvand River to Persian Gulf. Finishing development of Bandar Abbas's jetty helped that. Bandar Abbas compensate the shortness of ports of south like Imam Khomeyni, Bushehr and Khorramshahr. The capacity of this port was big enough to accept huge cargo ships and helped them not to be errant in other ports. This port was not small and limited like Bushehr port and Imam Khomeyni and not like Khorramshahr that has limited capacity of Arvand River and troubles of its guiders and also is located near Iraq.

Centralizing of the sea import of Iran in Bandar Abbas took the pressure from Khorramshahr and reduced the transportation cost. Besides that it caused development and communication in Kerman provinces and effect on the prosperous south of Iran. Sea imports of Iran to Khorramshahr ended by flourishing in Bandar Abbas and finally state of Iraq finished.

Financial interest gained from the guidance of ships in Arvand River reduced totally, and disagreement in Arvand River started in new phase.

Because foreign ships prefer to unload their goods rapidly in the mouth of Persian Gulf and traverse long distance in Arvand River and sometimes did not cast anchor more than 6weeks in each port, Bandar Abbas changed to an Iran's maritime trade center and Persian Gulf. However, Bandar Abbas was faced with the lack of railway and limitation of

transportation of goods from the road. For solving this problem railway of Kerman should be joint to Bandar Abbas.

Finally, in April 1973, headquarters of sea force of Iran transported from Khorramshahr to Bandar Abbas. So economically Arvand River has lost its importance for Iran more and more, and because of disagreements related to Aervand Rud and lack of dragging, Iraq was always trying to determine an alternative.

In first step, Iraq transferred its petroleum export from Basra port to Faw and established new jetty to berth huge oil tankers in this port. Furthermore, established an oil pipe-line from Kirkuk in north of Iraq to Faw port. This pipe-line that passed Hadise and Basra and transferred to Faw is called "strategic line of Iraq". Because of continues disagreement of Arvand River, Iraq started other projects. They established an oil terminal named "Khor-al amiye" in west mouth of Arvand River and in 20 miles of Persian Gulf like floating jetty (Fake Island) and then established oil-pipe under Persian Gulf to this terminal. In this terminal, ships with 65tons capacity can berth. If this terminal developed, it could accept ships with 10 thousand tons capacity. Establishing this terminal was postponed for a while because of huge expanses, but finally, they had to finish it. Commercially, until 1967 Basra port was the only port of Iraq and ships with 20 thousand tons could berth there. That year Iraq's state used "Am Al qasr" port in west of Arvand River so using Arvand River was reduced by Iraq.

In the other word, oil places in "Eghlim-e Ahwas", Doz dam project, big refinery of "Abadan", petrochemistry complexes in Abadan and Imam port have increased strategic importance of Arvand River. In addition, many oil facilities of Iraq was located that side of Arvand River. Because Iran and Iraq had a long disagreement about Arvand River, establishing all these oil facilities in this area was not thoughtful. By the way, in forced war, most of these facilities were destroyed by Ba'ath regime of Iraq and cause irreparable damages to Islamic Republic. As said earlier, restoration of these facilities should be investigated accurately.

Moreover, during war terminals of Khark island and "Almiye" jetties were raided and caused a lot of damages. Iran decided to establish an oil pipe-line with length of 320KMs to export oil from Ganave to Lavan Island in Persian Gulf. Iraq also decided to establish an oil pipe-line from Basra to oil pipe-line of Saudi Arabia called "petroline". This pipe-line transferred oil of Iraq to "Yanba" port besides red sea. This line was utilized from 1985, and its capacity is more than 500 thousand barrel in a day, and it can be increased to 1 million barrel in a day.



During Iran-Iraq war, traffics of oil tankers and commercial ships were stopped to Arvand River and area around it. On the other hand ,although the economic importance of Arvand River reduced, strategic importance remained. Iraq has just 80 kMs coast in the Persian Gulf and Arvand River is the most important accessing way to the Persian Gulf.

Moreover, Iran has more than 1200 KM shore to ports and anchors in Persian Gulf. Nevertheless, cannot ignore the strategic importance of Arvand River because of Khozestun. Khozestun is a political, economic and strategic lifeline of Iran and Arvand River is considered its natural border or strategically its defense line, and it is the biggest oil resources of Iran in Khozestun.

The most important oil resources of Iraq were in “Zobeyr” and “Ramile” around Arvand River. Oil resources of “Zighar” recently developed in northwest of Basra. The main facilities of natural liquefied petroleum gas (LPG) of Iraq are in south of this country and near Arvand River. Furthermore, 2unit of natural gas in “Zobeyr” and “Ramile” gas complex is located near Basra. Establishing the petrochemistry complexes cost about three milliard dollar. These units show the strategic importance of Arvand River as a common border of Iran and Iraq. (Iran's Gibta shenasi, volume 3).