



INTERNATIONAL TRANSIT SYSTEM OF UZBEKISTAN IN CENTRAL ASIA

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Abstract:

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This article is about the international transit system of Uzbekistan in Central Asia. Based on archival data, the author analyzed the problem based on the existing scientific literature and studied the existing specific aspects of the international transit system of Uzbekistan in Central Asia.

Keywords: Uzbekistan, Central Asia, international transit, system

In Uzbekistan, great attention is being paid to the formation of highway railway communications in order to increase the country's transit potential. As a result of the active measures of the Government of the Republic of Uzbekistan and the coordinated work of official ministries and agencies on the search for alternative transport corridors for the transportation of foreign trade goods and their effective use, a network of international transport corridors was established and is being improved. As a result of the effective establishment of cooperative relations between the countries of Central Asia, the gross domestic product of the region can double at least in ten years. Within the framework of the Ashgabat agreement, Uzbekistan has started the formation of the Russia-Kazakhstan-Uzbekistan-Turkmenistan-Iran-Oman-India sub-regional transport corridor. When we talk about the development of regional corridors, we must mention the importance of involving Afghanistan. The completed Hayraton-Mozori Sharif railway and the planned Mozozri Sharif-Herot highway will create a new transport corridor leading to the railways of Iran, Pakistan and India, as well as the ports of Chokhbahar and Gwadar within the framework of the "North-South" project. In May 1993, a meeting of the countries of Central Asia and the Caucasus, as well as the countries of the European Union, was held in Brussels. The issue of establishing the "Europe-Caucasus-Asia" transport corridor - TRASEKA, which connects Europe and Asia, was discussed at the meeting. and a Declaration is hereby adopted. This, in turn, was the first step in the restoration of the Great Silk Road. In 1996, the connection of the railway networks of Central Asia and Iran in Sarakhs was one of the first major works in the implementation of the TRASEKA project.

The implementation of the TRASEKA project not only connected Uzbekistan to European and Asian transport networks, but also increased its export opportunities. Today, Uzbekistan is not limited to active participation in the works carried out under the

TRASEKA program, but is also carrying out other works to expand the possibilities of transport communication. Today, Central Asian countries see the development of transport and communication systems as a priority. A number of practical works were carried out in this direction. In particular, the Galaba-Amuzak-Khushadi railway between Uzbekistan and Tajikistan was restored. Thanks to the efforts of Uzbekistan and Turkmenistan, the new Turkmenabad-Forob railway and road bridges across the Amudarya were opened. These bridges are an important link of the Uzbekistan-Turkmenistan-Oman transport-transit route.

The construction project of the Mazari Sharif-Hirat railway, which will serve to restore the economy of the country, will be implemented. The development of transport cooperation with Afghanistan and the construction of new railways within the trans-Afghan corridor will provide access to the ports of the Indian Ocean and the Persian Gulf through the shortest routes of Central Asia. It connects South and Southeast Asia with European and Chinese markets.

High-speed railway connections between Uzbekistan and Kazakhstan have been launched. The Tashkent-Andijan-Osh-Irkeshtom-Kashgar highway connecting Kyrgyzstan and Central Asia to China for the first time was launched. The construction of the Uzbekistan-Kyrgyzstan-China railway has also become active. Its implementation will make it possible to expand trade and economic relations between the participants of the project and all other countries of Central Asia and China. It should be noted that in 2019, China imported products worth more than 2 trillion.

In addition, Central Asian countries are actively participating in the Baku-Tbilisi-Kars transport corridor. In 2020, cargo transportation to Georgia through Uzbekistan was launched. This route provides a short route from Turkey and Europe connecting Central Asia with Europe via the Caspian.

At the same time, there are a number of problems in the field of transport and logistics in the



region. Today, the transport and transit costs of the countries of the region, which do not have direct access to seaports, are significantly large, reaching 70-80% of the value of exported products. In this regard, the initiative of the President of the Republic of Uzbekistan, Shavkat Mirziyoyev, to establish a regional center for the development of transport and communication relations under the auspices of the UN, will help to develop the transport and communication sector in the region and implement a number of priority plans, including the general development of the transport and logistics sector in the region. regional programs and documents of strategic importance, implementation of approaches to eliminate obstacles and formation of promising transport corridors on the basis of specific measures. It serves to implement a number of initiatives put forward by the President on the development of transport and communications in Central Asia, including the development of a strategy for the development of regional transport corridors of Central Asia and the formation of a regional council on transport communications of Central Asian countries on this basis.

From this scientific point of view, our region has the greatest facilities for the development of automobile and railway communications in the world. That is why many good works are being done in Uzbekistan aimed at improving new areas of transport communications, increasing their cargo carrying capacity, ensuring continuous movement of transit cargo across the territory of our country, and attracting investment in the sector. Uzbekistan has joined more than 30 international conventions, agreements and contracts on transport communication and participates in a number of international programs on the integration of transport and communication. "Uzbekistan Railways" company has been a member of the Commonwealth of Railways since 1993, the International Union of Railways (IRU), the UN ESCATO-Asia-Pacific region, the TESIS program of the European Union, the TRACEKA (Europe, Caucasus, Asia transport route) project is working together with Forward-looking agreements have been signed with the European Bank for Reconstruction and Development, the Asian Development Bank, the Japanese Bank for International Cooperation and banking structures of many other countries.

In order to further develop the economic and cultural relations of the western regions of Uzbekistan with the Russian lands, the Kungirov-Beinov 410 km railway was built. Uzbekistan has important corridors

in the field of railway transport, and now Uzbekistan's export goods are delivered to world markets through it.

The total distance is 933 km through the inter-governmental connecting point of Mazari Sharif, Ghalaba Surkhandarya region of Afghanistan. Bandar Abbas Iran transit through Turkmenistan and Persian Gulf, Sohar Oman, South Karachi, Pakistan, Mumbai, Chittagong Bangladesh and East Asia route, this route is located in Turkmenistan and Islamic Republic of Iran. Its length is 2827 km. The transport corridor through this port is the most economically efficient and cheap.

The direction of the People's Republic of China. Lianyungang passes through the territory of the Republic of Kazakhstan and the People's Republic of China through the Intergovernmental Friendship Point. The route of the Far East Russian port Nakhodka crosses the territory of the Republic of Kazakhstan and the Russian Federation. South-East Asian countries and Eastern ports of China, through Kazakhstan, Altinkol, Khorgos, through the Chinese border. TRACEKA is a transit route through Turkmenistan, Kazakhstan and Azerbaijan to the Black Sea ports of Poti and Batumi, the Transcaucasian corridor. To the countries of the European Union through Kazakhstan and Russia in transit, through the Chop and Brest border points. Brest interstate junction. The route passes through the territory of Kazakhstan, the Russian Federation and Belarus. Chop interstate junction point, the route passes through the territories of Kazakhstan, the Russian Federation and Ukraine.

Via the Baltic ports via Kazakhstan and Russia to Klaipeda, Riga, Liepaja and Ventspils, transit to Tallinn, St. Petersburg port. Passing through Kazakhstan and Russia to the ports of Il'ichevsk and Novorossiysk. Port of Il'ichevsk. The route passes through the territories of Kazakhstan, the Russian Federation and Latvia.

In addition to the construction of railways within our republic, he also participated in the construction of international roads in neighboring countries. He participated in the construction of the Trans-Asian highway (Istanbul-Tashkent-Almaota-Beijing), which is of great importance for the independence and economy of the countries, connecting European and Asian countries. The railways of Uzbekistan will be the central link of this highway. From this road, it goes to Europe through Bukhara-Beinov, and through Tajan-Sarakhs to the countries of South-West Asia.



In order to create favorable conditions for the development and strengthening of international transport and economic relations, a number of organizational, legal and practical measures were taken in the first years of Uzbekistan's independence. Investing in transport communications is an expensive and low-profit business. Despite this, Uzbekistan built two large and strategically important railway highways from its own resources: Navoi-Uchkuduq-Sultan Uvaystog-Nukus with a length of 342 kilometers and Guzor-Boysun with a length of 223 kilometers. The construction of the Kumkurgan highway was a big news.

Their commissioning not only opened the way to incredibly rich reserves of natural minerals, but also made it possible to reduce the cost of transportation within the republic, and provided access to seaports and international transport communications. From the point of view of the development of international relations, the great achievement of Uzbekistan was that the republic had developed energy, communication and water systems, a single complementary railway network. In order to establish the shortest reliable transport routes that provide access to the neighboring regions and the World Ocean, attention has begun to be paid to international systems of transport communications. Due to the geographical location of our republic, for several decades, our economic relations with foreign countries were mainly carried out by railway.

The cargo was transported through ports on the Black Sea, Baltic Sea, Sea of Japan and North Sea coasts of the former Soviet Union. In addition to the high cost of transporting goods on such a transport route, transport communications in the southern direction have practically not developed. The deep and consistent political and economic processes taking place in the world, especially in our region, along with the rational use of existing transport corridors, open and develop new, effective routes that connect the existing large international markets and emerging prospective markets. was demanding mastery. It would be in long-term common interest, would help ensure wide use of rich natural reserves and mineral resources, would also serve as a guarantee of sustainable socio-economic development of our country, and would open the door to new opportunities for expanding humanitarian cooperation.

Currently, experts in the world's transport sector are conducting a lot of scientific research on the great efficiency of using rail transport instead of sea transport for cargo transportation. They give

recommendations that railway transport is convenient and useful in all respects.

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Transport communications will make a significant contribution to the development of the Great Silk Road by uniting all regions of our republic into single transport networks, creating ample opportunities for the exploitation of rich mineral raw materials and natural resources available in our region, its main bridges gaining world importance. will remain.

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